

The Calcutta Gazette

WEDNESDAY, JANUARY 5, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Dy. Port Officer of Calcutta.

C. B. BAYLEY,
Dy. Secy. to the Govt. of Bengal.

CALCUTTA, the 23rd December 1920.

INDIA—WEST COAST.

Gulf of Cambay Entrance—Derelict reported south-westward off.

No. 362 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 173M. of 1920), are republished:—

Date sighted.—27th November 1920.

Position.—Lat. $19^{\circ} 34' N.$

Long. $70^{\circ} 58' E.$

Details—The Master of S. S. "Ferrara" reports that he observed a partially submerged object, apparently a dhow about 100 feet in length, the sail of which appeared to be floating alongside, partially distended by breeze.

Charts temporarily affected.—No. 2736, Gulf of Kutch to Viziadrug.
" 826, Karachi to Vengurla.
" 748b, Indian Ocean, Northern portion.

Authority.—The Port Officer, Bombay, dated 29th November 1920.

INDIA—WEST COAST.

Kathianwar Coast—Derelict reported south-westward off.

No. 363 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 174M. of 1920), are republished:—

Details.—The Master of S. S. "Chakla" states in his arrival report, on 30th November 1920, that he passed a derelict dhow in the following position.

Position.—Lat. $20^{\circ} 52' N.$, Long. $68^{\circ} 21' E.$

Charts temporarily affected.—No. 826, Karachi to Vengurla.
 „ 748b, Indian Ocean, Northern portion.

Authority.—The Port Officer, Bombay, dated 30th November 1920.

PERSIAN GULF.

Musandam Island—Wreckage reported.

No. 364 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 175M. of 1920), are republished:—

Date sighted.—4th December 1920.

Position.—At a distance of about 3 miles north-east of Musandam Island.

Lat. $26^{\circ} 24' N.$
 Long. $56^{\circ} 34\frac{1}{2}' E.$ } Approximate.

Details.—Telegraphic information, dated 5th December 1920, has been received from Henjam, that the Officer Commanding H. M. S. "Barpeta" reports a wreckage of dhow in the above position.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 753, Entrance of the Persian Gulf.
 No. 2837a, Persian Gulf, Eastern sheet.

Authority.—The Director of the Royal Indian Marine, Bombay, dated 6th December 1920.

INDIA—WEST COAST, KARACHI.

Manora Point—Buoy established.

No. 365 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 176M. of 1920), are republished:—

Position.—At a distance of about 4 miles 278° from Manora Point Light.

Lat. $24^{\circ} 48' N.$
 Long. $66^{\circ} 54\frac{1}{2}' E.$

Details.—A nun buoy, painted red, has been moored in the above position for military purposes.

Remarks.—During the strength of monsoon this buoy will be removed on 15th May 1920 and replaced in position again after the monsoon is over.

Charts affected.—No. 41, Cape Monze to Kedewari mouth.
 „ 39, Sind and Kutch Coasts.
 „ 38, Maskat to Karachi.
 „ 826, Karachi to Vengurla.

Publication.—West Coast of India Pilot, 1919, page 336.

Authority.—Port Officer, Karachi, dated 29th November 1920.

BAY OF BENGAL—CHITTAGONG COAST.

South Patches light-vessel—Temporarily replaced by a country brig.

No. 366-I (first publication).—

Former Notice.—No. 336-I of 1920 is hereby cancelled.

Subject.—The South Patches light-vessel "Sarsuti" will be removed from her station on the 1st January 1921 and replaced early in February 1921.

During her absence a 54-ton country brig will be moored in the same position. She will have "S. P." painted in large letters on each side.

By day.—She will carry a black ball on her main topmast head.

By night.—She will exhibit two ordinary ship's riding lights, in a horizontal position, one at each foretop sail yardarm and will also burn a flare every half hour.

Position.—Lat. $21^{\circ} 29' N.$, long. $91^{\circ} 37' E.$

Charts affected.—No. 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

Publications.—List of Lights, Part VI, 1920, No. 630.

Bay of Bengal Pilot, 1910, page 329.

Authority.—Port Officer, Chittagong, Notice dated 27th December 1920.

The 20th December 1920.

BAY OF BENGAL—BURMA COAST.

BASSEIN RIVER APPROACHES.

Diamond Island—Establishment of a Wreck Buoy off.

No. 358 (second publication).—

Former Notice.—No. 337 of 1920.

Subject.—A green conical buoy has been moored in a position S. 60° W., distant one cable from the wreck of the small native craft lying in 6 fathoms approximately south-east, distant 5 miles from Diamond island as referred to in the above Notice.

Position (approx).—Lat. $15^{\circ} 48' N.$, long. $94^{\circ} 20' E.$

Charts affected.—No. 830, Bassein river to Pulo Penang, etc.

„ 823, Koronge island to White Point.

„ 834, Bassein river and approaches.

Publication.—Bay of Bengal Pilot, 1910, page 446.

Authority.—Port Officer, Bassein, Burma, Notice, dated 10th December, 1920.

BAY OF BENGAL—BURMA COAST.

Bassein river entrance—Baroni rock buoy.

No. 359 (second publication).—

Former Notice.—No. 254 of 1920.

Subject.—The lighted gas buoy marking the Baroni rock has been replaced by an unlighted spherical buoy painted black with a white horizontal band.

Chart affected.—No. 834, Bassein river and approaches.

Publication.—Bay of Bengal Pilot, 1910, page 447; Revised Supplement (3), 1918.

Authority.—Port Officer, Bassein, Burma, Notice, dated 10th December 1920.

NEW ZEALAND, NORTH ISLAND—HAURAKI GULF.

Tiri-Tiri Matangi—Fog-Signal established.

No. 360 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1804 of 1920), are republished:—

Position.—At a distance of about one cable eastward from the lighthouse.

Lat. $36^{\circ} 36' 19''$ S., long. $174^{\circ} 54' 06''$ E.

Description.—An explosive fog-signal giving one report every ten minutes.

Charts affected.—No. 1998, Omaha bay to Tiri-Tiri Matangi.

„ 3565, Bream head to Tepaki point.

„ 2543, Maunganui bluff to Manukau harbour and Tutukaka harbour to Mayor island.

„ 1212, New Zealand.

Publications.—List of Lights, Part VI, 1920, No. 2873.

New Zealand Pilot, 1919, page 183.

Authority.—Wellington Notice No. 50 of 1920. (H. 7769-20.)

RED SEA—GULF OF SUEZ.

Ras Gimsah Approach—Buoy established.

No. 361 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1806 of 1920), are republished:—

Position.—Off the southern end of Shab Gimsah.

Lat. $27^{\circ} 37' 34''$ N., long. $33^{\circ} 37' 13''$ E.

Description.—Particulars are not stated. A conical buoy is to be inserted on the charts.

Charts affected.—No. 3752, Gimsah and Kabreit anchorages and approaches.

„ 2838, Strait of Jubal.

Publication.—Red Sea, &c., Pilot, 1909, page 117; Revised Supplement (3), 1917.

Authority.—Anglo-Saxon Petroleum Company. (H. 4335-19.)

The 14th December 1920.

PHILIPPINE ISLANDS—LUZON.

Burias Pass—Non-existence of reported Rock.

No. 352 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1734 of 1920), are republished:—

Former Notice.—No. 1022 of 1920. (This Office No. 225 of 1920.)

Position on chart.—At a distance of about 5 miles northward of Boca Engaño.

Lat. $12^{\circ} 52' 30''$ N., long. $123^{\circ} 18' 00''$ E.

Description.—A rock marked "P. D." on the charts.

Remarks.—A careful search has failed to reveal any trace of this reported rock, and it is to be expunged from the charts accordingly.

Charts affected.—No. 2577, Philippine islands between San Bernardino and Mindoro straits.

„ 943, Molucca passage to Manila.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 478.

Authority.—Director of Coast Surveys, Manila. (H. 7417-20.)

CHINA, EAST COAST—KYAU CHAU BAY.

Tai Kung Tau Reef—Beacon erected.

No. 353 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1735 of 1920), are republished :—

Position.—At a distance of $11\frac{1}{2}$ cables, 266° , from Tai kung tau light-house.

Lat. $35^{\circ} 57\frac{1}{2}'$ N., long. $120^{\circ} 27\frac{1}{2}'$ E.

Description.—A square iron framework beacon, painted in red and black horizontal bands, with white cylindrical top-mark, 14 feet in height.

Charts affected.—No. 857, Kyau chau bay.

„ 1255, Kyau chau bay to Lai chau bay.

„ 3480, Shantung promontory to Nagasaki.

Publication.—China Sea Pilot, Vol. V, 1912, page 412.

Authority.—Tokyo Notice No. 178 of 1920. (H. 7103-20.)

CHINA SEA—TONG KING GULF, HAINAN STRAIT.

Hainan Head—Wrecks northward and south-eastward of.

No. 354 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1747 of 1920), are republished :—

(1) *Position (approximate).*—At a distance of one cable, 10° , from the charted position of the beacon situated on the end of the reef extending northward from Hainan point.

Lat. $20^{\circ} 10\frac{1}{2}'$ N., long. $110^{\circ} 41\frac{1}{2}'$ E.

Description.—Stranded steamer, with funnel and masts standing and the middle part of the hull showing above water.

(2) *Position (approximate).*—On the outer edge of the reef extending from the shore midway between Hainan head and Mofu point.

Lat. $20^{\circ} 03' 15''$ N., long. $110^{\circ} 47' 00''$ E.

Description.—Stranded steamer, with funnel and one mast standing and hull showing above water.

Chart affected.—No. 876, Hainan strait, with plan.

Publication.—China Sea Pilot, Vol. III, 1912, pages 343, 344; Supplement No. 5, 1920.

Authority.—Mr. G. Byers, SS. Hunan. (H. 7506-20.)

CHINA SEA—GULF OF SIAM—MALAY PENINSULA.

Singora Light—Irregular.

No. 355 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1748 of 1920), are republished :—

Former Notices.—Nos. 835 and 1341 of 1920. (*This office Nos. 186 and 292 of 1920.*)

Position.—On the summit of Pagoda hill.

Lat. $7^{\circ} 12\frac{1}{2}'$ N., long. $100^{\circ} 35\frac{1}{2}'$ E.

Note.—The note "*Irregular (1920)*" is to be placed against this light on the charts.

Charts affected.—No. 998, Pulo Kapas to Lakon roads, with plan.
,, 2414, Gulf of Siam.

Publications.—List of Lights, Part VI, 1920, No. 1352.

China Sea Pilot, Vol. III, 1912, page 123; Supplement No. 5, 1920.

Authority.—Hydrographic Department. (*H. 7170-20.*)

CHINA, SOUTH-EAST COAST.

Hongkong Harbour—Correction to charts with regard to Alteration in Time-signals.

No. 356 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1749 of 1920), are republished :—

Former Notice.—No. 1045 of 1920. (*This office No. 231 of 1920.*)

Position.—Time-ball tower, Blackhead hill, lat. $22^{\circ} 17\frac{1}{2}'$ N., long $114^{\circ} 10\frac{1}{2}'$ E.

Correction.—The note regarding time-ball is to be amended to read as given below, on charts Nos. 3279 and 3280, which were omitted from the list of charts affected in the former Notice :—

TIME-SIGNALS.

A time-ball is dropped at 22h. 00m. 00s. Standard Time of 120th Meridian, corresponding to 14h. 00m. 00s. Greenwich Mean Time. It is also dropped at 4h. 00m. 00s. Standard Time, corresponding to 20h. 00m. 00s. Greenwich Mean Time, except on Saturdays, Sundays and Holidays. On Saturday it is dropped at 1h. 00m. 00s. Standard Time, corresponding to 17h. 00m. 00s. Greenwich Mean Time, instead of at 4h. 00m. 00s. Standard Time. At night three white vertical lights are simultaneously extinguished at various intervals between 8h. 56m. 00s. to 9h. 00m. 00s. Standard Time, corresponding to from 00h. 56m. 00s. to 1h. 00m. 00s. Greenwich Mean Time.

Charts affected.—No. 3279, Hongkong waters—East.

,, 3280, Hongkong waters—West.

Authority.—Hydrographic Department. (*H. 7464-20.*)

JAPAN—HONSHU, SOUTH COAST.

Joga Sima Light—Amended Colour.

No. 357 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1758 of 1920), are republished:—

Position.—Lat. $35^{\circ} 08\frac{1}{2}'$ N., long. $139^{\circ} 36\frac{1}{2}'$ E.

New abridged description.—Lt. Fl., *Green* ev. 20 sec., about 86 ft.,
vis. 15 m.

Details.—The correct colour of this *flashing* light is *green*.

Charts affected.—No. 2657, Gulf of Tokyo or Yedo.

„ 3334, Tokyo to Sendai bay.

„ 953, Omai saki to Tsurugi saki.

„ 996, Kii suido to Tokyo.

„ 2347, Honshu, Kiusiu and Shikoku, etc.

Publications.—List of Lights, Part VI, 1920, No. 2050.

Japan Pilot, 1914, page 190; Supplement No. 4, 1920.

Authority.—Japanese Government Light List. (H. 7504-20.)

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer of Calcutta.



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W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

C. B. BAYLEY,
*Deputy Secretary
to the Government of Bengal.*

CALCUTTA, the 10th January 1921.

STRAIT OF MALACCA.

Klang Strait and Approaches—Alterations in Buoyage, &c.

No. 11 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1903 of 1920), are republished:—

(1) Alterations in lights on light-buoys:

(a) *Position*.—In northern approach to North Klang strait.

Lat. $3^{\circ} 20'$ N., long. $101^{\circ} 00\frac{1}{2}'$ E.

Alteration.—The occulting white light on this light buoy has been replaced by a *flashing white light every fifteen seconds*.

Remarks.—This light-buoy is known as "Angsa bank light-buoy."

(b) *Position*.—Marking Batu Penyu (Glamorganshire rock).

Lat. $3^{\circ} 13\frac{3}{4}'$ N., long. $101^{\circ} 13'$ E.

Alteration.—The occulting red light on this light buoy has been replaced by a *flashing white light every ten seconds*.

(2) Buoys established:

(a) *Position*.—Off the entrance to Sungai Serdang Besar and Sungai Kapar.Lat. $3^{\circ} 06' 07''$ N., long. $101^{\circ} 19' 24''$ E.*Description*.—A buoy surmounted by a white staff and cage.*Remarks*.—A signal station, which forms a conspicuous mark, is situated on the northern side of the entrance to Sungai Sematan in lat. $3^{\circ} 05' 15''$ N., long. $101^{\circ} 21' 12''$ E.(b) *Position*.—At a distance of about one mile westward of Tanjong Buas Buas, situated at the southern end of South Klang strait.Lat. $2^{\circ} 52' 55''$ N., long. $101^{\circ} 15' 10''$ E.*Description*.—A buoy surmounted by a white staff and cage.*Remarks*.—The construction of the beacon on the shoal close eastward of the above buoy has not been proceeded with and the note on the charts "Bn. buildg. marked by Fixed Wh. Lt. (1915)" is to be expunged.*Charts affected*.—No. 3453, Klang strait and approaches.

,, 3766, North approach to Klang strait. (1).

,, 794, Pulo Berhala to Cape Rachado

,, 1355, Malacca strait. (1).

Publications.—List of Lights, Part VI, 1920, No. 760.

China Sea Pilot, Vol. I, 1916, pages 209 to 216.

Authority.—Harbour Master, Selangor. (H. 8060-20.)

STRAIT OF MALACCA—KLANG STRAIT.

*Tanjong Bakau Light—Temporary Alteration in Character.**No. 12 (first publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1904 of 1920), are republished:—*Position*.—Lat. $3^{\circ} 04' 4''$ N., long. $101^{\circ} 20'$ E.*Alteration*.—The character of the light has been temporarily altered from occulting white to *fixed white*.*Charts temporarily affected*.—No. 3453, Klang strait and approaches.

,, 3766, North approach to Klang strait.

Publication.—List of Lights, Part VI, 1920, No. 754.*Authority*.—Harbour Master, Selangor. (H. 8060-20.)

CELEBES, SOUTH-EAST COAST—FLORES SEA.

*Non-Existence of Reefs.**No. 13 (first publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1926 of 1920) are republished:—*Positions*.—(i) Richard Wale reef, lat. $6^{\circ} 50'$ S. long. $121^{\circ} 29'$ E.(ii) Emperor of China reef, lat. $6^{\circ} 45'$ S. long. $124^{\circ} 16'$ E.(iii) New Rock, lat. $6^{\circ} 39'$ S. long. $124^{\circ} 41'$ E.

NOTICE.

Please note that the address for all matter intended for the *Calcutta Gazette* is as follows :—

**Superintendent,
Government Printing, Bengal,
Post Box No. 381,
Calcutta.**

**A. J. NORTON,
Superintendent,
Government Printing, Bengal.**

Details.—A careful search having failed to reveal any trace of the existence of the above reefs, they are accordingly to be expunged from the charts.

Charts affected.—No. 3616, Tomori gulf to Salayar strait. (i).
 „ 942a, Eastern archipelago—sheet 3.
 „ 1263, China sea.
 „ 2759a, Australia—northern portion.
 „ 2483, Atlantic and Indian oceans, &c. (ii) and (iii).
 „ 2683, Pacific ocean. (ii) and (iii).

Publication.—Eastern Archipelago Pilot, Part II. 1913, pages 322, 479.

Authority.—Hague Notice No. 1517 of 1920. (H. 5211-20.)

JAPAN—KIU SIU, NORTH-WEST COAST.

O Shima—Shoal northward of.

No. 14 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1927 of 1920), are republished:—

Position.—At a distance of about 1½ miles southward from Shira se light.

Lat. 33° 04' 22" N. long. 129° 36' 54" E.

Depth.—4½ fathoms (rock).

Charts affected.—No. 2387, Io jima to Madara jima.

„ 359, Nagasaki to Karatsu, with the Goto islands.

Publication.—Japan Pilot, 1914, pages 473, 474; Revised Supplement (2), 1919.

Authority.—Tokyo Notice No. 239 of 1920. (H. 8089-20.)

GULF OF ADEN—JIBUTI NORTHERN APPROACH.

Maskali Island—Buoy south-westward of, removed.

No. 15 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1935 of 1920), are republished:—

Position.—At a distance of about one mile south-westward from the western end of Maskali island.

Lat. 11° 41' N. long. 43° 09' E.

Details.—The black can buoy which formerly marked the western end of the detached reef has been removed.

Charts affected.—No. 253, Jebel Jan to Shab Kulangarit.

„ 8e, Red sea—sheet 5.

Publication.—Red Sea, &c., Pilot, 1909, page 427.

Authority.—Paris Notice No. 1962 of 1920. (H. 7300-20.)

NEW ZEALAND, NORTH ISLAND—MANUKAU HARBOUR.

Huia Banks—Buoy established.

No. 16 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1938 of 1920), are republished:—

Position.—On the southern side of Huia banks, at a distance of one mile, 126° from the outer end of Huia wharf.

Lat. 37° 01½' S. long. 174° 34½' E.

Description.—A black can buoy.

Chart affected.—No. 2726, Manukau harbour.

Publication.—New Zealand Pilot, 1919, page 71.

Authority.—Wellington Notice No. 52 of 1920. (H. 8173-20.)

JAPAN—HOKUSHU, SOUTH COAST.

Mororan Ko—Light established on Breakwater under construction; Lighthouse under construction.

No. 17 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1939 of 1920) are republished:—

1. Light established on breakwater under construction:

Position.—On outer end of breakwater under construction and at a distance of $3\frac{1}{2}$ cables, 15° , from the centre of the 99-foot summit on Shikuzushino hana.
Shikuzushino hana, lat. $42^\circ 20\frac{1}{2}'$ N., long. $140^\circ 56\frac{1}{2}'$ E.

Abridged description.—Lt. F., Red.

Description.—A fixed red light.

Remarks.—The breakwater, which is in course of construction, extends from the above position in a 195° direction to Shikuzushino hana.

Note.—This breakwater is to be indicated in pecked lines on the charts and marked "Under construction."

2. Lighthouse under construction:

Position.—At a distance of $5\frac{8}{10}$ cables, 353° , from the centre of the 99-foot summit referred to above.

Details.—A lighthouse is being built in the above position and a note "Lt. Ho. (building)" is to be inserted on the charts.

Charts affected.—No. 3507, Mororan ko.

„ 3591, Iburi wan or Uchiura wan.

Publications.—List of Lights, Part VI, 1920, No. 2099a.
Japan Pilot, 1914, page 717.

Authority.—Tokyo Notice No. 257 of 1920. (H. 8099-20.)

INDIA—WEST COAST.

Kathiawar Coast—Derelict reported south-westward of.

No. 18 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 191M of 1920), are republished:—

Former Notice No. 174-M. of 1920—(This office No. 363 of 1920.)

Date sighted.—16th December 1920.

Position.—Lat. $20^\circ 39'$ N.

Long. $68^\circ 45'$ E.

Details.—The Master of SS. "Waroonga" reports having passed a derelict dhow awash in the above position.

Remarks.—From report received it would appear that this derelict is that reported in the former notice quoted above.

Caution.—This derelict constitutes a danger to navigation.

Charts temporarily affected.—No. 826, Karachi to Vengurla.

„ 748b, Indian Ocean, Northern portion.

AUSTRALIA—SOUTH COAST—SPENCER GULF.

Wardang Island Light—Position incorrectly shown on Charts.

No. 19 (first publication).—

Subject.—The position of the Wardang Island Light as shown on Admiralty Charts Nos. 752 and 2389 is incorrect. The correct position is as follows:—

Position.—On the summit of Wardang Island, at a distance of 6-6/10 cables, 323° (N. 42° W. Mag.), from the position shown on Charts Nos. 752 and 2389.

Lat. $34^{\circ} 30' 11''$ S., Long. $137^{\circ} 20' 49''$ E.

Charts affected.—No. 752, Port Victoria.

„ 2389, St. Vincent and Spencer Gulfs.

Authority.—Melbourne Notice No. 26 of 1920.

The 11th January 1921.

INDIA, WEST COAST—BOMBAY HARBOUR ENTRANCE.

Prongs reef—Light-buoy replaced in position.

No. 1 (second publication).—

Former Notice.—No. 339 of 1920.

Subject.—The Prongs reef light-buoy has been replaced in its former position. The light is of the same character as before.

Position.—Lat. $18^{\circ} 52'$ N., long. $72^{\circ} 49\frac{1}{4}'$ E.

Charts affected.—No. 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

Publication.—West Coast of India Pilot, 1919, page 223.

Authority.—The Director of the Royal Indian Marine, Bombay, telegram dated 29th December 1920.

INDIAN OCEAN—SEYCHELLES GROUP.

Bird Island—Correction to Former Notice.

No. 2 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1586 of 1920), are republished:—

Former Notice.—No. 1519 of 1920. (*This office No. 313 of 1920.*)

For “long. $56^{\circ} 07' 50''$ E.” read “long. $55^{\circ} 07' 50''$ E.”

Authority.—Hydrographic Department. (*H. 6934-20.*)

CHINA, EAST COAST.

Wei Hai Wei Anchorage—Amendment to Charts regarding Berths and Mooring-Buoys.

No. 3 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1837 of 1920), are republished:—

Position.—Observation spot, lat. $37^{\circ} 30\frac{1}{2}'$ N., long. $122^{\circ} 09\frac{1}{2}'$ E.

Details.—The accompanying reproductions of portions of chart No. 3025 show the necessary amendments to that chart with regard to:—

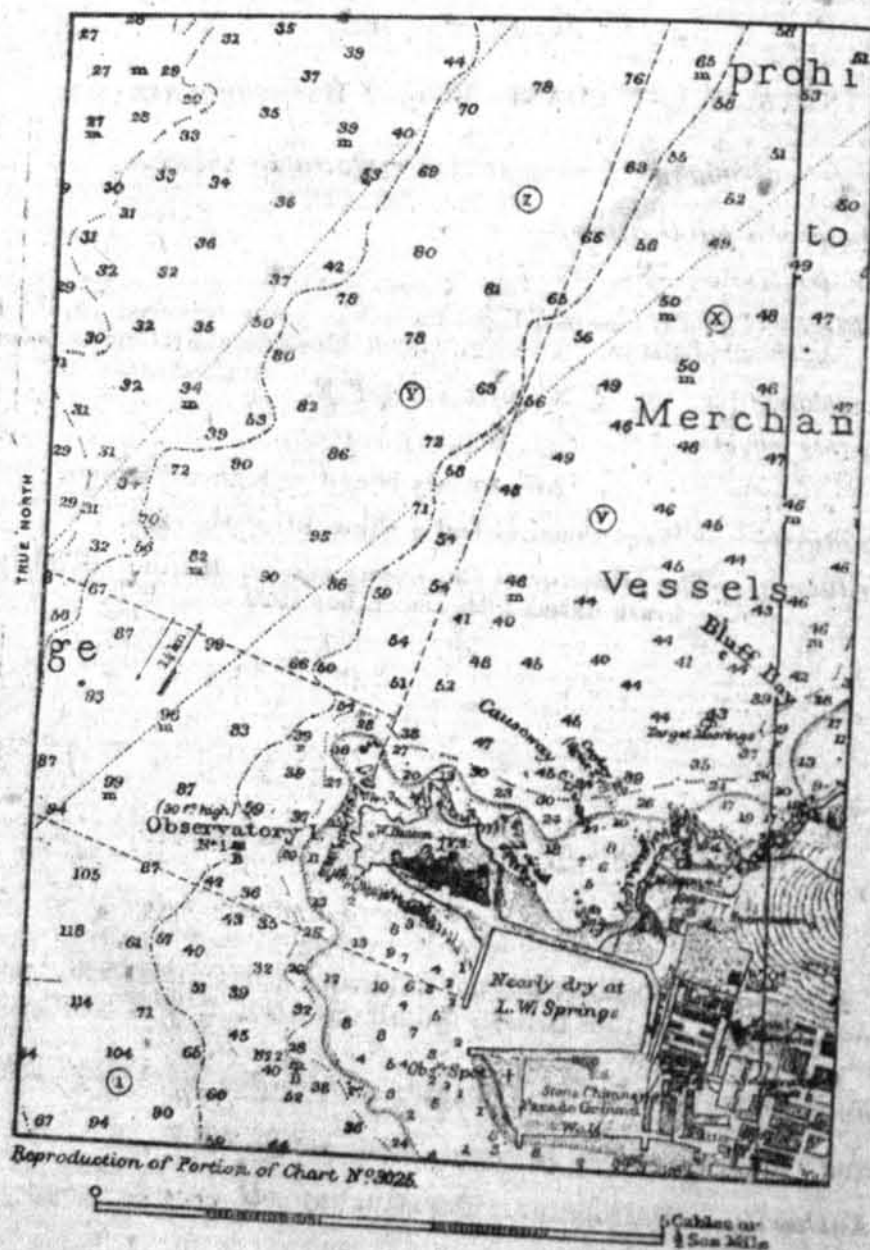
- (i) The new arrangement of berths in Wei hai wei anchorage.
- (ii) The position of mooring-buoys southward of Leu kung tau.

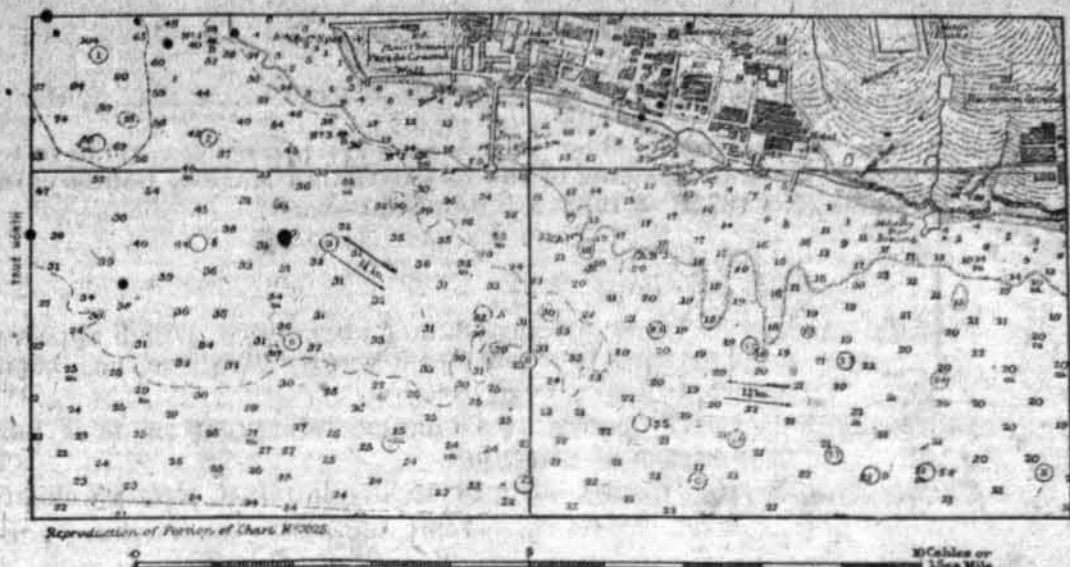
Charts affected.—No. 3025, Wei hai wei anchorages.

„ 2823, Wei hai wei and approaches. (ii).

Publication.—China Sea Pilot, Vol. V, 1912, page 456; Supplement No. 5, 1920.

Authority.—H.M.S. *Hawkins* Hyd. Note No. 7 of 1920. (H. 7540-20.)





NEW ZEALAND—NORTH ISLAND.

Wellington—Wireless Time-Signals.

No. 4 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1895 of 1920), are republished:—

Position.—Wellington W/T station, lat. $41^{\circ} 16' S.$, long. $174^{\circ} 46' E.$

Details.—Wireless time-signals (provided satisfactory observations are obtained) are sent out on Tuesdays and Fridays from the W/T station at Wellington (VLW) as follows:—

The time-signal begins at 21h. 00m. 00s. G.M.T., corresponding to 8h. 30m. 00s. Standard time, and is repeated at the 1st, 2nd, 4th and 5th minutes. The signal is not sent at 21h. 03m. 00s.

- Each signal, represented by a *dash*, commences exactly at the beginning of each minute and lasts for one second, approximately; the signals are automatically operated by the Standard clock at the Hector observatory.

Remarks.—The signals are transmitted on a wave length of 600 metres.

In addition to the automatic signals, other signals are transmitted by hand, but they must *not* be used as time-signals.

Note.—The above information will be included in the next revision of Admiralty Notice to Mariners No. 316 of 1920.

Chart affected.—No. 788, Melbourne to Cape Horn—western sheet.

Publications.—List of Lights and Time-Signals, 1920, All Parts No. 5031.

New Zealand Pilot, 1919, page 127.

Authority.—Hector Observatory Bulletin No. 30 of 1920. (H. 7817-20)

PERSIAN GULF.

Ras Al Mutaf—Derelict Dhow Reported.

No. 5 (Second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 183M. of 1920) are republished :—

Position.—Lat. $28^{\circ} 14' N.$

Long. $50^{\circ} 49' E.$

Details.—A derelict Dhow dismasted and abandoned, which appears to be drifting in a south-east wardly direction has been reported in the above position.

Caution.—This derelict constitutes a danger to navigation, as it lies in the track of shipping.

Charts temporarily affected.—No. 2837b, Persian Gulf, western sheet.
 „ 748b, Indian Ocean, northern portion.

Authority.—The Port Officer, Basra, Telegram dated 13th December 1920.

PERSIAN GULF.

Musandam Island—Further information with regard to the position of the wreckage northward of.

No. 6 (Second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 184M. of 1920), are republished :—

Former Notice.—No. 175M. of 1920. (*This office No. 364 of 1920.*)

Details.—Further information with regard to the position of the wreckage of Dhow, dated 7th December 1920 is what the Master S.S. “Barpeta” reports, is 3 miles north of Musandam.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 753, Entrance of the Persian Gulf.

„ 2837a, Persian Gulf, eastern sheet.

Authority.—The Port Officer, Bombay, dated 7th December 1920.

PERSIAN GULF.

Ras Khargu—Unlighted Buoy established southward of.

No. 7 (Second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 185M. of 1920), are republished :—

Former Notice.—No. 77M. of 1920. (*This office No. 167 of 1920.*)

(Admiralty No. 748 of 1920.)

Position.—At a distance of about $4\frac{1}{2}$ cables southward from Ras Khargu, in the position formerly occupied by the light buoy with flashing white light which has been withdrawn.

Lat. $26^{\circ} 41' N.$

Long. $55^{\circ} 55\frac{1}{2}' E.$

- Description.*—An unlighted Conical buoy, painted red.
Charts affected.—No. 3599, Plan of Henjam Sound.
 „ 753, Entrance of the Persian Gulf.
Publications.—Persian Gulf Pilot, 1915, page 208.
 Indian List of Lights in press.
Authority.—The Officer Commanding, R. I. M. S. “Nearchus,” dated at Henjam, 21st November 1920.

INDIA—WEST COAST.

Jaigarh Outer Light—Mechanism now in working order.

No. 8 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 186M. of 1920), are republished:—

Former Notice.—No. 166M. of 1920. (*This office No. 347 of 1920.*)

Position.—On the western point of Jaigarh headland.

Lat. $17^{\circ} 18' N.$

Long. $73^{\circ} 10\frac{1}{2}' E.$

Details.—The occulting white light, which was reported to have ceased burning, owing to the mechanism being out of order, is re-exhibited as an occulting light from 13th December 1920.

Charts affected.—No. 247, Jaigarh or Jygur.

„ 739, Boria Pagoda to Malvan.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

Publications.—West Coast of India Pilot, 1919, page 203.

List of Lights, Part VI, 1920, No. 410.

Indian List of Lights in press.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, dated 6th December 1920.

TASMANIA—EAST COAST.

Eddystone Point Light—Intended alteration in Character. Red Sectors to be discontinued.

No. 9 (second publication).—

Subject.—The Group Flashing Light with White and Red Sectors on Eddystone Point will be replaced by a Group Flashing White Light, on or about 15th March 1921.

Position.—Near extreme of Eddystone Point.

Lat. $40^{\circ} 59\frac{1}{2}' S.$, long. $148^{\circ} 21' E.$ on Chart No. 1706.

Character.—Group Flashing White Light showing three flashes every thirty seconds; duration of flashes about $1\frac{4}{10}$ seconds each.

Visibility.—18 miles; from 151° (S. $38\frac{1}{2}^{\circ}$ E. Mag.) through south, west and north to 24° (N. $14\frac{1}{2}^{\circ}$ E. Mag.); a faint white fixed light will be visible thence to the shore, obscured elsewhere.

Power.—70,000 candles.

Structure.—Circular granite tower 116 feet in height.

Remarks.—The Red Sectors will be discontinued on or about 15th March 1921. The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 1706, Banks Strait, with plan of Bay of Fires.

„ 1079, Tasmania.

„ 1695a, Bass Strait, eastern sheet.

„ 2759b, Australia, southern portion.

„ 788, Melbourne to Cape Horn, western sheet

Publications.—List of Lights and Time Signals, Part VI, 1920. No. 2825.

Australia Pilot, Vol. II, 1918, page 238.

Authority.—Melbourne notice No. 24 of 1920.

AUSTRALIA. NORTH COAST—CLARENCE STRAIT.

Howard Knoll Light Buoy—Light to be temporarily extinguished.

No. 10 (second publication).—

Subject.—The Group Flashing Re Light shown from the Howard Knoll Light Buoy No. 2 will be temporarily extinguished on or about 31st December 1920.

Position.—At a distance of about one mile northward of Howard Knoll.

Lat. $11^{\circ} 59\frac{3}{4}'$ S., long. $131^{\circ} 18\frac{3}{4}'$ E.

Description.—A Group Flashing Red Light.

Caution.—Vessels navigating at night in this vicinity after the above date are advised to anchor until daylight.

Note.—A further notice will be issued when the light is re-exhibited.

Charts temporarily affected.—No. 1095, Clarence Strait.

„ 613, Melville Island and Dundas and Clarence Straits.

Authority.—Melbourne Notice No. 25 dated 19th November 1920.

The 23rd December 1920.

INDIA—WEST COAST.

Gulf of Cambay Entrance—Derelict reported south-westward off.

No. 362 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 173M. of 1920), are republished :—

Date sighted.—27th November 1920.

Position.—Lat. $19^{\circ} 34'$ N.

Long. $70^{\circ} 58'$ E.

Details.—The Master of S. S. "Ferrara" reports that he observed a partially submerged object, apparently a dhow about 100 feet in length, the sail of which appeared to be floating alongside, partially distended by breeze.

Charts temporarily affected.—No. 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 748b, Indian Ocean; Northern portion.

Authority.—The Port Officer, Bombay, dated 29th November 1920.

INDIA—WEST COAST.

Kathiawar Coast—Derelict reported south-westward off.

*No. 363 (third publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 174M. of 1920), are republished:—

Details.—The Master of S. S. "Chakla" states in his arrival report, on 30th November 1920, that he passed a derelict dhow in the following position.

Position.—Lat. $20^{\circ} 52' N.$, Long. $68^{\circ} 21' E.$

Charts temporarily affected.—No. 826, Karachi to Vengurla.

„ 748b, Indian Ocean, Northern portion.

Authority.—The Port Officer, Bombay, dated 30th November 1920.

PERSIAN GULF.

Musandam Island—Wreckage reported.

*No. 364 (third publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 175M. of 1920), are republished:—

Date sighted.—4th December 1920.

Position.—At a distance of about 3 miles north-east of Musandam Island.

Lat. $26^{\circ} 24' N.$
Long. $56^{\circ} 34\frac{1}{2}' E.$ } Approximate.

Details.—Telegraphic information, dated 5th December 1920, has been received from Henjam, that the Officer Commanding H. M. S. "Barpeta" reports a wreckage of dhow in the above position.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 753, Entrance of the Persian Gulf.

No. 2837a, Persian Gulf, Eastern sheet.

Authority.—The Director of the Royal Indian Marine, Bombay, dated 6th December 1920.

INDIA—WEST COAST, KARACHI.

Manora Point—Buoy established.

*No. 365 (third publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 176M. of 1920), are republished:—

Position.—At a distance of about 4 miles 278° from Manora Point Light.

Lat. $24^{\circ} 48' N.$
Long. $66^{\circ} 54\frac{1}{2}' E.$

Details.—A nun buoy, painted red, has been moored in the above position for military purposes.

Remarks.—During the strength of monsoon this buoy will be removed on 15th May 1920 and replaced in position again after the monsoon is over.

Charts affected.—No. 41, Cape Monze to Kedewari mouth.

„ 39, Sind and Kutch Coasts.

„ 38, Maskat to Karachi.

„ 826, Karachi to Vengurla.

Publication.—West Coast of India Pilot, 1919, page 336.

Authority.—Port Officer, Karachi, dated 29th November 1920.

BAY OF BENGAL—CHITTAGONG COAST.

South Patches light-vessel—Temporarily replaced by a country brig.
No. 366-I (third publication).—

Former Notice.—No. 336-I, of 1920 is hereby cancelled.

Subject.—The South Patches light-vessel "Safsuti" will be removed from her station on the 1st January 1921 and replaced early in February 1921.

During her absence a 54-ton country brig will be moored in the same position. She will have "S. P." painted in large letters on each side.

By day.—She will carry a black ball on her main topmast head.

By night.—She will exhibit two ordinary ship's riding lights, in a horizontal position, one at each foretop sail yardarm and will also burn a flare every half hour.

Position.—Lat. $21^{\circ} 29' N.$, long. $91^{\circ} 37' E.$

Charts affected.—No. 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

Publications.—List of Lights, Part VI, 1920, No. 630.

Bay of Bengal Pilot, 1910, page 329.

Authority.—Port Officer, Chittagong, Notice dated 27th December 1920.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.



APPENDIX TO

The Calcutta Gazette

WEDNESDAY, JANUARY 19, 1921.

**BALANCE SHEETS AND STATEMENTS OF RECEIPTS AND
EXPENDITURE OF THE CALCUTTA PORT TRUST AND
HOWRAH BRIDGE FOR THE YEAR 1919-20 AND THE
AUDITOR'S CERTIFICATE.**

THE COMMISSIONERS FOR

General Balance Sheet

ACCOUNT

Account No.	LIABILITIES.	Amount.	Total.
II	Capital Account—	Rs. A. P.	Rs. A. P.
	Credits ... ..	.....	14,56,17,780 14 10
III	Revenue Account—		
	Balance ... ..	.....	6,89,312 7 8
IV	Sundry outstandings—		
	Fixed general deposits	450 0 0	
	Ordinary deposits of Importers and Exporters.	2,97,740 9 0	
	Fixed marine deposits	3,000 0 0	
	Marine dues payable to Government ...	28,113 9 0	
	Security and other deposits ...	5,61,822 5 5	
	Miscellaneous credits pending disbursement.	2,627 10 11	
	Demands payable	15,04,672 3 2	
	Pension and leave allowances payable in England.	1,025 5 4	
	Unclaimed wages and miscellaneous bills.	33,914 10 2	
	Materials purchase account ...	78,713 2 5	
IV	Debenture Interest Account—		25,12,079 7 5
	Unclaimed interest on debentures ...	.....	2,74,913 0 3
IV	Funds—		
	Revenue Reserve Fund	46,75,320 8 9	
	Vessels Replacement Fund ...	23,26,357 12 9	
	Fire Insurance Fund	7,70,986 11 6	
	Fines Fund	2,662 7 2	
	Reserve Fund for depreciation of Provident Fund Securities.	51,663 7 7	
			78,26,990 15 9
	TOTAL ...		15,69,21,076 13 11

N. G. PARK,

The 14th August 1920. Chief Accountant. Examiner, Outside Accounts, Calcutta.

D. N. DUTT,

THE PORT OF CALCUTTA.

at 31st March 1920.

I.

Account No.	ASSETS.	Amount.	Total.
II	Capital Account—		
	Debits	Rs. A. P.	Rs. A. P. 14,30,17,661 12 0
IV	Outstanding Bills Recoverable—		
	Rs. A. P.		
	Coal, Petroleum and Marine charges ... 5,57,676 11 7		
	Rent and other miscellaneous charges... 1,87,448 12 4		
		7,45,125 7 11	
IV	Outstanding Earnings	52,852 14 3	
IV	Sundry Outstandings—		
	Debits pending adjustment... ..	2,52,274 5 11	
	Debits pending recovery (for stores supplied and works done) ...	75,847 2 7	
	Advances on imprest account ...	4,670 0 0	
	Advances to employees for investment in Indian War Loans	19,873 6 0	
	Unadjusted workshop charges (pending completion of works)	50,561 9 3	
	Provident Fund Collections Account	10,885 3 11	
IV	Bank of Bengal, Debenture-holders' Interest Account	2,72,253 0 3	
IV	National Bank of India, Ltd., sterling Debenture loan of £700,000 Interest Account	940 0 0	
IV	Chartered Bank of India, Australia and China, sterling Debenture loan of £500,000 Interest Account ...	1,720 0 0	
	Short notice deposit in Bank of Bengal on account of others	15,500 0 0	
	Coutts & Co., London, on current account	31,601 15 4	
IV	London Agent (to be accounted for) ...	1,66,649 3 4	
			17,00,754 4 9
IV	Investment of Funds—		
	Revenue Reserve Fund	14,37,976 0 0	
	Vessels Replacement Fund	15,39,074 6 0	
	Fire Insurance Fund	5,30,775 0 0	
			35,07,825 6 0
IV	Stock Account—		
	Stores in hand	15,45,718 9 4	
	Stores in transit	92,058 1 8	
			16,37,776 11 0
...	Howrah Bridge Account ... ..	.....	5,10,324 4 6
...	Cash in Bank, in Sterling War Bonds and in hand—		
...	Bank of Bengal on current account	4,24,123 8 1	
...	Bank of Bengal on short Notice deposit	51,00,000 0 0	
...	Sterling War Bonds	8,70,000 0 0	
...	Cash in hand	1,52,610 15 7	
			65,46,734 7 8
	Total ... ..	.....	15,69,21,076 13 11

H. G. TOMKINS,
Accountant-General, Bengal.

S. C. WILLIAMS,
Vice-Chairman.

THE COMMISSIONERS FOR
Capital Account

Dr.

ACCOUNT

	Expenditure to 31st March 1919.	Expenditure during 1919-20.	Total.
I.—To Block—	Rs. A. P.	Rs. A. P.	Rs. A. P.
Cost price of land, works, etc., closed to Block Account ...	12,27,91,044 10 11	18,89,055 9 3	12,09,01,989 1 8
II.—To Works in Progress—			
Expenditure on works completed but not fully paid for and works under construction.	1,89,19,353 2 10	18,66,439 10 1	2,07,85,792 12 11
	14,17,10,397 13 9	Cr. 22,615 15 2	14,16,87,781 14 7
III.—To Discount on Loans	13,21,345 0 5	.....	13,21,345 0 5
IV.—To Stamp duty on Debenture loans	28,120 10 0	Cr. 19,585 13 0	8,534 13 0
Total	14,30,59,863 8 2	Cr. 42,201 12 2	14,30,17,661 12 0
V.—To Balance ... ..	.....	.....	26,00,119 2 10
Total ... ..	.....	.....	14,56,17,780 14 10

N. G. PARK,

Chief Accountant.

The 14th August 1920.

D. N. DUTT,

Examiner, Outside Accounts, Calcutta.

THE PORT OF CALCUTTA.

to 31st March 1920.

No. II.

Cr.

	Receipts to 31st March 1919.	Receipts during 1919-20.	Payments during 1919-20.	Total.	Total.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
I.—By Government Loans—					
Loan for Port	17,65,000 0 0	.....	.....	17,65,000 0 0	
Do. Docks	2,87,70,565 14 8	.....	.....	2,87,70,565 14 8	
Less—Repaid	29,89,094 9 2	.....	3,86,486 5 7	33,75,580 14 9	
	2,57,81,471 5 6	.....	3,86,486 5 7	2,53,94,984 15 11	
	2,75,46,471 5 6	.....	3,86,486 5 7	2,71,59,984 15 11	2,71,59,984 15 11
II.—By Debenture Loans—					
Debenture Loans to end of 1919-20	9,64,35,600 0 0	.....	.....	9,64,35,600 0 0	
Less—At credit of Sinking Fund	9,64,35,600 0 0	.....	.....	9,64,35,600 0 0	
	2,13,82,139 12 1	.....	20,45,148 8 0	2,34,27,287 15 1	
	7,50,53,460 8 11	.....	20,45,148 8 0	7,30,08,312 0 11	7,30,08,312 0 11
III.—By Temporary loan in connection with Budge Petroleum Depot extension ...	1,80,516 10 1	.....	.....	1,80,516 10 1	1,80,516 10 1
IV.—By Contributions and Transfers from Government—					
Contribution for road north of Aheeritollah	74,584 0 0	.....	.....	74,584 0 0	
Transfer of landing stage at Prinsep's Ghat	10,000 0 0	.....	.....	10,000 0 0	
Transfer of Port Approaches Block	2,35,461 0 0	.....	.....	2,35,461 0 0	
	3,20,045 0 0	.....	.....	3,20,045 0 0	3,20,045 0 0
V.—By Contributions from Revenue—					
Repayment of Consolidated Loan	60,25,100 0 0	.....	.....	60,25,100 0 0	
Repayment of Debenture Loans	60,00,000 0 0	.....	.....	60,00,000 0 0	
New Works	33,32,332 1 5	6,14,715 3 6	.....	39,47,047 4 11	
Sinking Fund on Debenture Loans	2,13,82,139 12 1	20,45,148 8 0	.....	2,34,27,287 15 1	
Repayment of Kidderpore Dock Loan	29,89,094 9 2	3,86,486 5 7	.....	33,75,580 14 9	
	3,97,28,666 6 8	30,46,349 12 1	.....	4,27,75,016 2 9	4,27,75,016 2 9
VI.—By Vessels Replace- ment Fund—					
Amount contributed to Capital Account for new works ...	21,35,546 11 10	.....	3,14,338 0 7	21,21,208 11 3	21,21,208 11 3
VII.—By Deposits—					
Amount received from the public for special works	10,793 6 6	.....	.....	10,793 6 6	10,793 6 6
VIII.—By Sale of Struc- tures—					
Old Army Remount depot ...	41,903 15 5	.....	.....	41,903 15 5	41,903 15 5
Total	14,53,17,403 11 11	30,46,349 12 1	27,45,972 9 2	14,56,17,780 14 10	
				Total Rs. ...	14,56,17,780 14 10

H. G. TOMKINS,
Accountant-General, Bengal.

S. C. WILLIAMS,
Vice-Chairman.

THE COMMISSIONERS FOR

Revenue

ACCOUNT

Dr.

EXPENDITURE.

AMOUNT.

To		Rs.	A.	P.	Rs.	A.	P.
I.—Control and General—							
	(a) Offices of Vice-Chairman, Chief Engineer, Traffic Manager, Deputy Conservator, Chief Accountant and Store-keeper ...	6,94,638	4	10			
	(b) Pensions and Leave Allowances ...	2,83,221	8	6			
	(c) Miscellaneous, including London Agency ...	2,93,428	0	7			
					12,71,287	13	11
„	II.—Jetties ...				13,25,994	6	3
„	III.—Tea Warehouse ...				1,70,456	9	11
„	IV.—Petroleum Wharf ...				38,663	10	6
„	V.—Inland Vessels Wharves ...				2,21,299	7	3
„	VI.—Rentable Lands and Buildings ...				1,96,874	15	10
„	VII.—Port ...				11,18,095	2	10
„	VIII.—Port Approaches ...				12,25,162	4	6
„	IX.—Railway ...				19,00,732	7	1
„	X.—Wet Docks ...				40,75,007	13	10
„	XI.—Dry Docks ...				98,676	0	6
„	XII.—Ferry Service ...				4,62,370	12	7
„	War Bonus ...				3,91,458	3	4
	Carried over ...				1,24,96,079	12	4

N. G. PARK,

Chief Accountant.

The 14th August 1920.

THE PORT OF CALCUTTA.*Account for 1919-20.*

No. III.

Cr.

		INCOME.	AMOUNT.		
			Rs.	A.	P.
By	I.—Control ...	...	30,132	2	8
„	II.—Jetties ...	...	25,83,016	3	11
„	III.—Tea Warehouse ...	...	4,83,044	15	6
„	IV.—Petroleum Wharf ...	...	4,65,937	8	2
„	V.—Inland Vessels Wharves ...	...	4,56,732	6	6
„	VI.—Rentable Lands and Buildings ...	...	10,01,680	6	3
„	VII.—Port ...	...	4,94,135	5	4
„	VIII.—Port Approaches ...	...	6,08,097	10	4
„	IX.—Railway ...	...	19,33,589	2	0
„	X.—Wet Docks ...	...	48,13,546	3	9
„	XI.—Dry Docks ...	...	3,03,107	7	11
„	XII.—Ferry Service ...	...	5,09,625	12	3
„	XIII.—River Dues ...	...	17,87,567	14	7
„	XIV.—Special War Surcharges ...	...	64,66,809	2	1
„	Sale of unserviceable materials ...	...	82,220	3	3
„	Contribution from Howrah Bridge ...	...	27,530	8	3
„	Amount transferred from Capital to Revenue on account of haulage and maintenance of rolling stock including establishment employed on reclamation works chargeable to Capital ...	...	30,743	0	9
„	Difference in exchange on remittance to London...	...	1,96,418	13	2
Carried over ...			2,22,73,934	14	8

S. C. WILLIAMS,

Vice-Chairman.

THE COMMISSIONERS FOR

Revenue Account

ACCOUNT

Dr.

EXPENDITURE		AMOUNT.	
	Rs. A. P.	Rs. A. P.	
Brought forward ...	.....	1,24,96,079	12 4
To Interest and Sinking Fund Charges—			
Interest on Government Loans—			
On Loan for Port (Book Debt) ...	79,425 0 0		
On Loan for Docks...	10,27,432 4 1		
	11,06,857	4 1	
Interest on Debenture Loans—			
On Loans issued in India ...	21,30,007 1 6		
On £1,200,000 sterling loans issued in England ...	7,20,000 0 0		
	28,50,007	1 6	
Sinking Fund Charges &c.—			
On Government Loan for Docks ...	3,86,486 5 7		
On Debenture Loans	17,47,206 0 0		
	21,33,692	5 7	
		60,90,556	11 2
To contributions to Funds—			
Contribution to Vessels Replacement Fund ...	5,00,000 0 0		
Contribution to Reserve Fund for depreciation of Provident Fund Securities ...	7,239 10 6*		
		5,07,239	10 6
To appropriation for depreciation of Securities—			
Revenue Reserve Fund ...	1,46,205 0 0		
Vessels' Replacement Fund ...	1,75,399 11 0		
Fire Insurance Fund ..	50,749 0 0		
		3,72,353	11 0
To appropriation to meet depreciation of sinking fund investment...	.....	30,85,645	0 0
To balance carried to General balance sheet	.....	6,89,312	7 8
Total	...	2,32,41,187	4 8

N. G. PARK,
Chief Accountant.
The 14th August 1920.

D. N. DUTT,
Examiner, Outside Accounts.
Calcutta.

THE PORT OF CALCUTTA.*for 1919-20—concl'd.*

No. LI.

Cr.

INCOME.

AMOUNT.

Rs. A. P.

Brought forward ... 2,22,73,934 14 8

By Interest—

Interest on Revenue Reserve Fund Investments ... 81,679 0 0

Balances—

Balance carried forward from 1918-19 ... 8,85,573 6 0

Total ... 2,32,41,187 4 8

H. G. TOMKINS,
*Accountant-General, Bengal.*S. C. WILLIAMS,
Vice-Chairman.

HOWRAH BRIDGE.*Balance Sheet as at 31st March 1920.*

LIABILITIES.	Rs.	A.	P.	Rs.	A.	P.	ASSETS.	Rs.	A.	P.	Rs.	A.	P.
Contribution from Revenue—							Block of Howrah Bridge	.....			27,20,289	12	1
For repayment of Capital debt existing at the time of the transfer of the Bridge to the Commissioners ...	21,16,800	0	0				Reserve Fund Investment—						
For new works ...	61,377	11	10				3½ per cent. G. P. Notes for Rs. 5,12,500 ...	.....			3,02,375	0	0
				21,78,177	11	10	Reserve Section—						
Contribution from Reserve Fund—							Value of Block ...	82,436	4	7			
For new works ...	.....			5,23,980	9	3	4 per cent C. P. T Deb. for Rs. 25,000	18,750	0	0	1,01,186	4	7
Contribution from Pontoon Renewal Fund—							Pontoon, Renewal Fund Investment—						
For new pontoons...	.....			18,131	7	0	Rs						
Reserve Fund ...	.....			1,72,327	3	3	4 per cent. C. P. T Deb. for 71,000						
Reserve Section Fund	.....			1,28,116	2	0	3½ per cent. G. P. Notes for 10,000						
Pontoon Renewal Fund	.....			86,850	6	11	81,000	.....			59,150	0	0
Calcutta Port Commissioners	.....			5,10,324	4	6	Suspense Account—						
							Stock of battens ...	12,572	9	10			
							Outstanding Howrah Bridge Toll ...	47,652	5	0			
							Stock of mooring materials ...	28,937	12	1			
							Items pending adjustment ...	62,844	13	0	1,52,007	7	11
							Balance on Revenue Account at 31st March 1920 ...	.....			2,82,899	4	2
Total ...	.....			36,17,907	12	9	Total ...	.....			36,17,907	12	9

N. G. PARK,
Chief Accountant.H. G. TOMKINS,
Accountant-General, Bengal.S. C. WILLIAMS,
Vice-Chairman.*The 14th August 1920.*D. N. DUTT,
Examiner, Outside Accounts, Calcutta.

HOWRAH

Dr.

Revenue Account

Grant No.	Expenditure.	Revised estimate.	Actuals.			
		Rs.	Rs.	A.	P.	Rs. A. P.
	ESTABLISHMENT.					
1	Supervision	3,708	4,490	2	9	
2	Bridge	41,400	42,433	7	6	
3	Ferry Steamer <i>Howrah</i> ...	12,200	13,505	9	3	
4	" " <i>Buckland</i> ...	7,764	8,209	15	0	
5	Armenian Ghat Landing Stage	624	661	13	0	
6	Howrah Landing Stage ...	624	681	11	0	
7	Leave and Acting Allowances	240	100	0	0	
8	Compassionate Allowances ...	1,405	1,300	4	0	
9	Police	576	1,056	6	5	
9a	War Bonus	6,000	6,323	5	9	
	Total ...	74,541				78,762 10 8
	STORES.					
10	Howrah Bridge	9,000	7,786	8	0	
11	Ferry Steamer <i>Howrah</i> ...	11,000	9,800	1	1	
12	" <i>Buckland</i>	13,000	11,582	13	6	
	Total ...	33,000				29,169 6 7
	MAINTENANCE AND REPAIRS.					
	Bridge—					
13	Metalled approaches and Abutments.	2,000	5,016	3	10	
14	Chief Officer's and lascars' quarters.	700	684	13	5	
15	Pontoons, fenders and shieldings.	20,000	17,656	0	10	
16	Superstructure	14,000	10,825	7	9	
17	Roadway surface and foot-paths.	47,000	47,896	13	4	
18	Watering roadway	2,000	2,061	11	11	
19	Electric Lamps	1,200	1,122	14	2	
20	Dredging	45,000	34,360	9	9	
21	Bridge Openings	3,000	3,164	14	6	
22	Repairs to Damages	6,000	6,279	4	10	
23	General charges (workshops)	2,000	2,218	14	0	
24	Ferry Landing Stage Howrah side.	3,000	435	15	0	
	Vessels and Boats—					
25	<i>Howrah</i>	8,000	15,554	6	9	
26	<i>Buckland</i>	30,000	28,336	10	0	
27	Buoy boat	1,500	1,241	6	11	
28	Workshop Commission ...	5,000	7,164	13	3	
	Total ...	1,90,400				1,84,021 0 3
	Carried over ...	2,97,941	.....			2,91,953 1 6

BRIDGE:*for the year to 31st March 1920.**Cr.*

Income.	Revised Estimate.	Actuals.		
		Rs.	Rs.	A. P.
Fees from East Indian Railway on railway traffic ...	2,80,000	.....	2,78,762	12 9
Contribution from Bengal- Nagpur Railway ...	26,000	.....	26,000	0 0
Earnings for Ferry Steamers	53,000	.....	55,375	0 0
Interest on Investments	18,913	.....	18,920	2 0
Rent of Howrah Dockyard Land	7,055	.....	6,917	14 8
Miscellaneous receipts ...	5,000	.....	4,804	8 4
Rent of Bridge Officer's Quarters	480	.....	473	7 6
Carried over ...	3,90,448	.....	3,91,253	13 3

HOWRAH*Revenue Account**Dr.*

Grant No.	Expenditure.	Revised estimate.	Actuals.	
			Rs. A. P.	Rs. A. P.
	Brought forward ...	2,97,941	.....	2,91,953 1 6
	Miscellaneous.			
29	Contribution to the Calcutta Port Trust for Administration ...	18,500	18,500 0 0	
30	Contribution to the Calcutta Port Trust for use of S. L. "Psyche" ...	1,500	1,865 11 0	
31	Lighting ...	7,500	6,360 3 10	
32	Advertising ...	3,500	3,601 13 6	
33	Stationery and printing ...	500	449 10 2	
34	Rent and telephone ...	150	150 0 0	
35	Uniforms ...	700	991 10 9	
36	Taxes ...	823	822 15 0	
37	Sundry charges not classed ...	500	217 5 11	
38	Rent of Howrah Bridge Chief Officer's Quarters at A. Ghat ..	..	1,200 0 0	
39	Interest on overdraft ...	26,000	25,881 8 0	
		59,673	60,040 14 2	60,040 14 2
	Total Expenditure ..	3,57,614	.....	3,51,993 15 8
	Balance for 1919-20 carried down ...			39,259 13 7
	Total ...			3,91,253 13 3
				Revenue
	Balance brought forward from last year ...			3,22,159 1 9
	Total ...			3,22,159 1 9

N. G. PARK,
Chief Accountant.

The 14th August 1920.

*Audit certificate and report on the accounts of the Calcutta Port Trust
and of the Howrah Bridge for the year 1919-20.*

CERTIFIED that the accounts of the receipts and expenditure under section 76 of Bengal Act III of 1890, and the accounts of the Howrah Bridge for the year 1919-20 have been audited and examined under our supervision.

2. Certified also that the printed balance sheets and the statements of Income and Expenditure prepared from the accounts have been checked and found to agree with the books. They have been signed by us subject to the following remarks.

3. **Revenue and Expenditure.**—In certain cases deliveries and shipments were made before collection of the Port dues. This was not in accordance with the provisions of section III of the Port Act.

4. The expenditure under the Revenue Account exceeded by Rs. 11,24,977-13 the supplementary estimate framed by the Commissioners in December 1919 and sanctioned by Government in March 1920. At the same time the revenue collections were more than this estimate by Rs. 13,51,557-14-8. The excess in expenditure and the utilization of increased revenue receipts for such excesses require to be regularized under the orders of Government.

5. The payment of Rs. 7,239-10-6 on account of contribution to Reserve Funds for the depreciation of Provident Fund securities was not in accordance with the orders of Government contained in Bengal Government letter No. 1626-Marine, dated 15th May 1919, as the securities themselves were kept outside the accounts of the Commissioners. It is understood that revised rules relating to the Provident Fund are under consideration.

6. **Capital Account.**—A sum of Rs. 2,34,27,287-15-1 is shown at the credit of the Sinking Fund on 31st March 1920 in the Capital Account.

This includes Port Trust debentures of the nominal value of Rs. 1,14,30,400, which the Commissioners decided to cancel in December 1919, but which have been actually cancelled in the subsequent year as also Port Trust debenture of the nominal value of Rs. 1,32,71,600 valued at 75 per cent. It is understood that arrangements have since been made for further writing down the value of these latter debenture by cash payments from revenue funds.

7. It was noticed that a sum of Rs. 20,47,700 belonging to the Sinking Fund had been placed on short notice deposit in the Bank of Bengal on 31st March 1920 instead of the money being invested in Government securities or Port Trust Debentures, as laid down in sub-section (3) of section 24 of the Calcutta Port Act.

8. **Suspense Account.**—A sum of Rs. 10,885-3-11 is shown on the asset side of the Balance sheet against Provident Fund Collection account. This represents the outstanding amount of a loan made from the Port Trust Fund to the Provident Fund to enable the latter to meet certain cash demands of the subscribers of that Fund. Under Bengal Government letter No. 1626-Marine, dated the 15th May 1919, the Provident Fund forms part of the general cash balance of the Port Trust, and hence the whole of the balance at the credit of that Fund and not merely the amount mentioned above has to be shown as an asset with a corresponding liability for the amounts due to the subscribers.

9. **Howrah Bridge.**—The accounts of the Howrah Bridge for the year 1919-20 have been audited. They closed on the 31st March 1920, with a debit cash balance of Rs. 5,10,324-4-6 as detailed below:—

			Rs.	A.	P.
Revenue Account	...	...	2,82,899	4	2
Suspence "	...	...	1,52,007	7	11
Fund, etc. "	...	...	75,417	8	5
Total	...	...	5,10,324	4	6

The excess liabilities over assets amounted to Rs. 2,82,899-4-2.

10. The financial position of the Trust on 31st March 1920 was sound. It had a cash balance (including sterling war bonds) of Rs. 65½ lakhs of which Rs. 43 lakhs were held in reserve at the credit of Miscellaneous Funds. It had in addition Indian securities of the book value of about Rs. 35 lakhs.

H. G. TOMKINS,
Accountant-General, Bengal.

CALCUTTA, The 22nd December 1920.



The Calcutta Gazette

WEDNESDAY, JANUARY 26, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

C. B. BAYLEY,
*Deputy Secretary
to the Government of Bengal.*

CALCUTTA, the 17th January 1921.

CHINA SEA—GULF OF SIAM, MALAY PENINSULA.

Singora Light—Normal Characteristics resumed.

No. 20. (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1969 of 1920), are republished:—

Former Notices.—Nos. 835, 1341 and 1748 of 1920. (*This office Nos. 186, 292 and 355 of 1920*)

Position.—On the summit of Pagoda hill.

Lat. $7^{\circ} 12\frac{1}{2}'$ N., long. $100^{\circ} 35\frac{1}{2}'$ E.

Description.—An occulting white light every thirty seconds.

Note.—The note "Irregular (1920)" against this light is to be expunged from the charts.

Charts affected.—No. 998, Pulo Kapas to Lakon roads, with plan.

„ 2414, Gulf of Siam.

Publications.—List of Lights, Part VI., 1920, No. 1352.

China Sea Pilot, Vol. III., 1912, page 123, Supplement No. 5, 1920.

Authority.—Bangkok Notice No. 197 of 1920. (*H. 8065-20.*)

CHINA, SOUTH-EAST COAST.

Canton River, Blenheim Reach—Caution with regard to Depths.

No. 21 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1980 of 1920), are republished :—

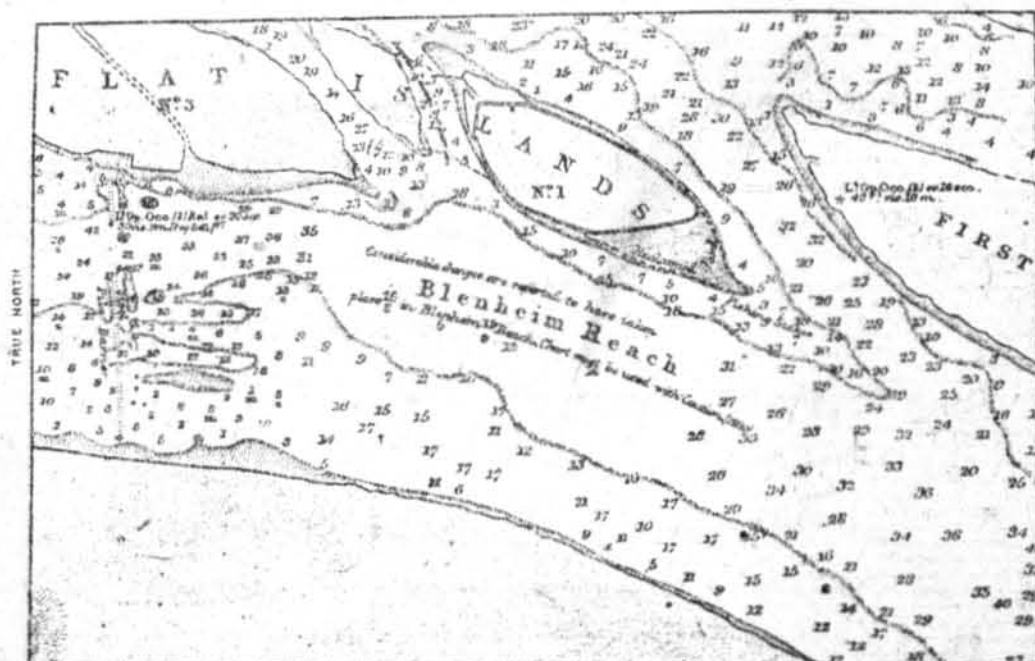
Position.—Flat island No. 1, lat. $23^{\circ} 04\frac{1}{2}'$ N., long. $113^{\circ} 28\frac{1}{2}'$ E.

Caution.—Information has been received that considerable changes in depths have taken place in Blenheim reach. In consequence of these changes, correction to the charts as shown on the reproduction below of a portion of chart No. 1742, has been rendered necessary pending the receipt of further details.

Charts affected.—No. 1742, Chu kiang or Canton river—sheet IV.
 „ 3588, Canton river delta.

Publication.—China Sea Pilot, Vol III, 1912, pages 458, 463.

Authority.—Canton Notice No. 156 of 1920. (H. 7979-20).



Reproduction of Portion of Chart No. 1742.

JAPAN—KIUSIU, WEST COAST.

Sakitsu Ura Entrance and Approach—Existence of Shoals.

No. 22 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1989 of 1920), are republished :—

(a) *Position.*—At a distance of $1\frac{2}{3}$ cables, 174° , from Koga se 73-foot rock, in the approach to Sakitsu ura.

Lat. $32^{\circ} 19'$ N., long. $129^{\circ} 57'$ E.

Depth.— $1\frac{1}{2}$ fathoms (rock).

- (b) *Position*.—At a distance of $3\frac{1}{2}$ cables, 200° , from the Δ near the 360-foot summit on Kyrose saki, at the northern side of the entrance to Sakitsu ura.

Lat. $32^{\circ} 18' N.$, long. $129^{\circ} 59' E.$

Depth.— $6\frac{1}{2}$ fathoms (rock).

Charts affected.—No. 135, Plan of Sakitsu ura.

„ 836, Amakusa islands and Yatsushiro sea.

„ 358, Western coasts of Kiusiu and Honshū.

Publication.—Japan Pilot, 1914, page 444.

Authority.—Japanese Government Chart. (H. 8221/20.)

AUSTRALIA, NORTH COAST—CLARENCE STRAIT.

Howard Channel—Amended Positions of Light-Buoys.

No. 23 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2000 of 1920), are republished:—

- (1) Howard knoll light-buoy:

Position (approximate).—At a distance of about $7\frac{1}{2}$ cables southward of charted position.

Lat. $12^{\circ} 00' 36'' S.$, long. $131^{\circ} 18' 45'' E.$

Description.—A black can light buoy numbered “2,” exhibiting a *group flashing red light*.

- (2) Rooper rock light-buoy:

Position.—At a distance of about $5\frac{1}{2}$ cables north-westward of charted position.

Lat. $12^{\circ} 04' 18'' S.$, long. $131^{\circ} 11' 00'' E.$

Description.—A red can light-buoy numbered “3,” exhibiting a *group flashing white light*.

Charts affected.—No. 1095, Clarence strait.

„ 613, Melville island, with Dundas and Clarence straits. (1).

Publication.—Australia Pilot. Vol. V., 1914, pages 96, 103, 104; Supplement No. 4, 1920.

Authority.—H. M. A. S. *Geranium*, Hyd. Note No. 1 of 1920. (H. 8119/20.)

The 10th January 1921.

STRAIT OF MALACCA.

Klang Strait and Approaches—Alterations in Buoyage, &c.

No. 11 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1903 of 1920), are republished:—

- (1) Alterations in lights on light-buoys:

- (a) *Position*.—In northern approach to North Klang strait.

Lat. $3^{\circ} 20' N.$, long. $101^{\circ} 00\frac{1}{2}' E.$

Alteration.—The occulting white light on this light buoy has been replaced by a *flashing white light every fifteen seconds*.

Remarks.—This light-buoy is known as “Angsa bank light-buoy.”

- (b) *Position*.—Marking Batu Penyu (Glamorganshire rock).

Lat. $3^{\circ} 13\frac{1}{2}' N.$, long. $101^{\circ} 13' E.$

Alteration.—The occulting red light on this light buoy has been replaced by a *flashing white light every ten seconds*.

(2) Buoys established:

(a) *Position*.—Off the entrance to Sungai Serdang Besar and Sungai Kapar.

Lat. $3^{\circ} 06' 07''$ N., long. $101^{\circ} 19' 24''$ E.

Description.—A buoy surmounted by a white staff and cage.

Remarks.—A signal station, which forms a conspicuous mark, is situated on the northern side of the entrance to Sungai Sematan in lat. $3^{\circ} 05' 15''$ N., long. $101^{\circ} 21' 12''$ E.

(b) *Position*.—At a distance of about one mile westward of Tanjong Buas Buas, situated at the southern end of South Klang strait.

Lat. $2^{\circ} 52' 55''$ N., long. $101^{\circ} 15' 10''$ E.

Description.—A buoy surmounted by a white staff and cage.

Remarks.—The construction of the beacon on the shoal close eastward of the above buoy has not been proceeded with and the note on the charts "Bn. buildg. marked by Fixed Wh. Lt. (1915)" is to be expunged.

Charts affected.—No. 3453, Klang strait and approaches.

„ 3766, North approach to Klang strait. (1).

„ 794, Pulo Berhala to Cape Rachado

„ 1355, Malacca strait. (1).

Publications.—List of Lights, Part VI, 1920, No. 760.

China Sea Pilot, Vol. I, 1916, pages 209 to 216.

Authority.—Harbour Master, Selangor. (H. 8060-20.)

STRAIT OF MALACCA—KLANG STRAIT.

Tanjong Bakau Light—Temporary Alteration in Character.

No. 12 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1904 of 1920), are republished:—

Position.—Lat. $3^{\circ} 04' 4''$ N., long. $101^{\circ} 20'$ E.

Alteration.—The character of the light has been temporarily altered from occulting white to *fixed white*.

Charts temporarily affected.—No. 3453, Klang strait and approaches.

„ 3766, North approach to Klang strait.

Publication.—List of Lights, Part VI, 1920, No. 754.

Authority.—Harbour Master, Selangor. (H. 8060-20.)

CELEBES, SOUTH-EAST COAST—FLORES SEA.

Non-Existence of Reefs.

No. 13 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1926 of 1920) are republished:—

Positions.—(i) Richard Wale reef, lat. $6^{\circ} 56'$ S. long. $121^{\circ} 29'$ E.

(ii) Emperor of China reef, lat. $6^{\circ} 45'$ S. long. $124^{\circ} 16'$ E.

(iii) New Rock, lat. $6^{\circ} 39'$ S. long. $124^{\circ} 41'$ E.

Details.—A careful search having failed to reveal any trace of the existence of the above reefs, they are accordingly to be expunged from the charts.

Charts affected.—No. 3616, Tomori gulf to Salayar strait. (i).
 „ 942a, Eastern archipelago—sheet 3.
 „ 1263, China sea.
 „ 2759a, Australia—northern portion.
 „ 2483, Atlantic and Indian oceans, &c. (ii) and (iii).
 „ 2683, Pacific ocean. (ii) and (iii).

Publication.—Eastern Archipelago Pilot, Part II. 1913, pages 322, 479.

Authority.—Hague Notice No. 1517 of 1920. (H. 5211-20.)

JAPAN—KIU SIU, NORTH-WEST COAST.

O Shima—Shoal northward of.

No. 14 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1927 of 1920), are republished:—

Position.—At a distance of about $1\frac{1}{2}$ miles southward from Shirá se light.

Lat. $33^{\circ} 04' 22''$ N. long. $129^{\circ} 36' 54''$ E.

Depth.— $4\frac{1}{2}$ fathoms (rock).

Charts affected.—No. 2387, Io jima to Madara jima.

„ 359, Nagasaki to Karatsu, with the Goto islands.

Publication.—Japan Pilot, 1914, pages 473, 474; Revised Supplement (2), 1919.

Authority.—Tokyo Notice No. 239 of 1920. (H. 8089-20.)

GULF OF ADEN—JIBUTI NORTHERN APPROACH.

Maskali Island—Buoy south-westward of, removed.

No. 15 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1935 of 1920), are republished:—

Position.—At a distance of about one mile south-westward from the western end of Maskali island.

Lat. $11^{\circ} 41'$ N. long. $43^{\circ} 09'$ E.

Details.—The black can buoy which formerly marked the western end of the detached reef has been removed.

Charts affected.—No. 253, Jebel Jan to Shab Kulangarit.

„ 8e, Red sea—sheet 5.

Publication.—Red Sea, &c., Pilot, 1909, page 427.

Authority.—Paris Notice No. 1962 of 1920. (H. 7300-20.)

NEW ZEALAND, NORTH ISLAND—MANUKAU HARBOUR.

Huia Banks—Buoy established.

No. 16 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1938 of 1920), are republished:—

Position.—On the southern side of Huia banks, at a distance of one mile, 126° , from the outer end of Huia wharf.

Lat. $37^{\circ} 01\frac{1}{2}'$ S. long. $174^{\circ} 34\frac{1}{2}'$ E.

Description.—A black can buoy.

Chart affected.—No. 2726, Manukau harbour.

Publication.—New Zealand Pilot, 1919, page 71.

Authority.—Wellington Notice No. 52 of 1920. (H. 8173-20.)

JAPAN—HOKUSHU, SOUTH COAST.

Mororan Ko—Light established on Breakwater under construction; Light-house under construction.

No. 17 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1939 of 1920) are republished:—

1. Light established on breakwater under construction:

Position.—On outer end of breakwater under construction and at a distance of $3\frac{3}{4}$ cables, 15° , from the centre of the 99-foot summit on Shikuzushino hana.
Shikuzushino hana, lat. $42^\circ 20\frac{1}{2}'$ N., long. $140^\circ 56\frac{1}{2}'$ E.

Abridged description.—Lt. F., Red.

Description.—A fixed red light.

Remarks.—The breakwater, which is in course of construction, extends from the above position in a 195° direction to Shikuzushino hana.

Note.—This breakwater is to be indicated in pecked lines on the charts and marked "*Under construction*."

2. Lighthouse under construction:

Position.—At a distance of $5\frac{8}{10}$ cables, 353° , from the centre of the 99-foot summit referred to above.

Details.—A lighthouse is being built in the above position and a note "*Lt. Ho. (building)*" is to be inserted on the charts.

Charts affected.—No. 3507, Mororan ko.

„ 3591, Iburi wan or Uchiura wan.

Publications.—List of Lights, Part VI, 1920, No. 2099a.
Japan Pilot, 1914, page 717.

Authority.—Tokyo Notice No. 257 of 1920. (*H. 8099-20.*)

INDIA—WEST COAST.

Kathiawar Coast—Derelict reported south-westward of.

No. 18 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 191M of 1920), are republished:—

Former Notice No. 174-M. of 1920—(*This office Nq. 363 of 1920.*)

Date sighted.—16th December 1920.

Position.—Lat. $20^\circ 39'$ N.

Long. $68^\circ 45'$ E.

Details.—The Master of SS. "Waroonga" reports having passed a derelict dhow awash in the above position.

Remarks.—From report received it would appear that this derelict is that reported in the former notice quoted above.

Caution.—This derelict constitutes a danger to navigation.

Charts temporarily affected.—No. 826, Karachi to Vengurla.

„ 748b, Indian Ocean, Northern portion.

• AUSTRALIA—SOUTH COAST—SPENCER GULF.

Wardang Island Light—Position incorrectly shown on Charts.

No. 19 (second publication).—

Subject.—The position of the Wardang Island Light as shown on Admiralty Charts Nos. 752 and 2389 is incorrect. The correct position is as follows :—

Position.—On the summit of Wardang Island, at a distance of 6-6/10 cables, 323° (N. 42° W. Mag.), from the position shown on Charts Nos. 752 and 2389.

Lat. $34^{\circ} 30' 11''$ S., Long. $137^{\circ} 20' 49''$ E.

Charts affected.—No. 752, Port Victoria.

„ 2389, St. Vincent and Spencer Gulfs.

Authority.—Melbourne Notice No. 26 of 1920.

The 1th January 1921.

INDIA, WEST COAST—BOMBAY HARBOUR ENTRANCE.

Prongs reef—Light-buoy replaced in position.

No. 1 (third publication).—

Former Notice.—No. 339 of 1920.

Subject.—The Prongs reef light-buoy has been replaced in its former position. The light is of the same character as before.

Position.—Lat. $18^{\circ} 52'$ N., long. $72^{\circ} 49\frac{1}{4}'$ E.

Charts affected.—No. 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

Publication.—West Coast of India Pilot, 1919, page 223.

Authority.—The Director of the Royal Indian Marine, Bombay, telegram dated 29th December 1920.

INDIAN OCEAN—SEYCHELLES GROUP.

Bird Island—Correction to Former Notice.

No. 2 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1586 of 1920), are republished :—

Former Notice.—No. 1519 of 1920. (This office No. 313 of 1920.)

For “long. $56^{\circ} 07' 50''$ E.” read “long. $55^{\circ} 07' 50''$ E.”

Authority.—Hydrographic Department. (H. 6934-20.)

CHINA, EAST COAST.

** Wei Hai Wei Anchorage—Amendment to Charts regarding Berths and Mooring-Buoys.*

No. 3 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1837 of 1920), are republished:—

Position.—Observation spot, lat. $37^{\circ} 30' 4''$ N., long. $122^{\circ} 09' 4''$ E.

Details.—The accompanying reproductions of portions of chart No. 3025 show the necessary amendments to that chart with regard to:—

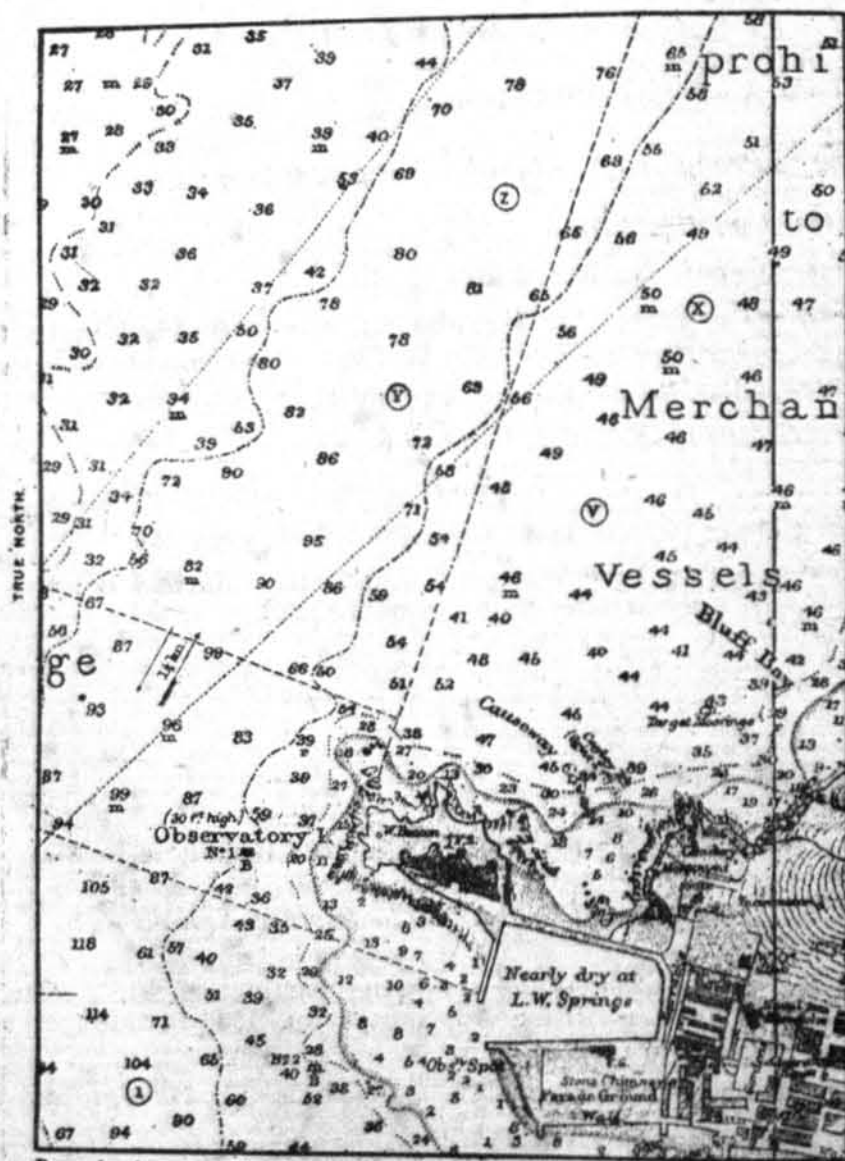
- (i) The new arrangement of berths in Wei hai wei anchorage.
- (ii) The position of mooring-buoys southward of Leu kung tau.

Charts affected.—No. 3025, Wei hai wei anchorages.

„ 2823, Wei hai wei and approaches. (ii).

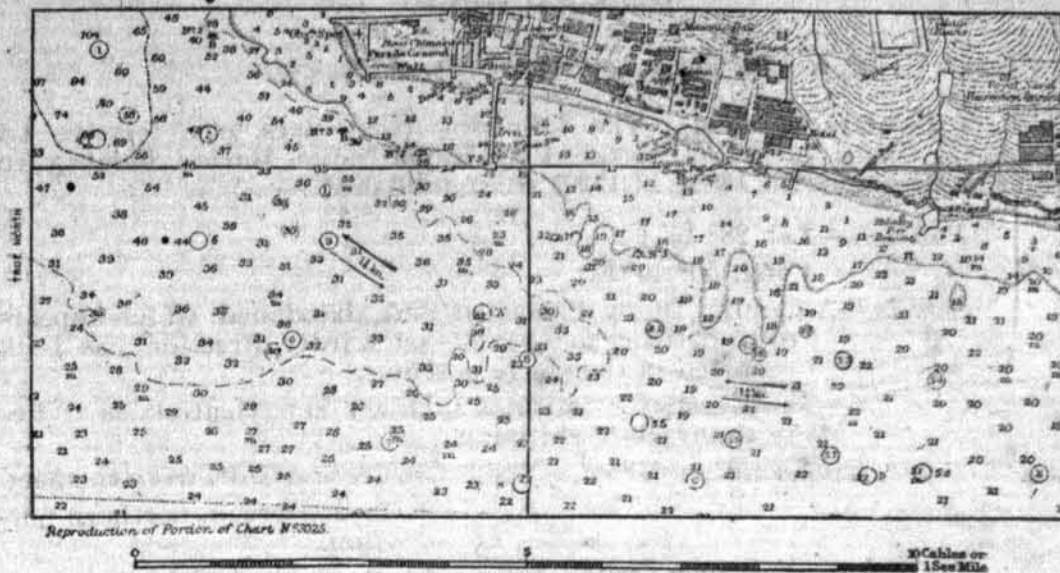
Publication.—China Sea Pilot, Vol. V, 1912, page 456; Supplement No. 5, 1920.

Authority.—H.M.S. *Hawkins* Hyd. Note No. 7 of 1920. (H. 7549-20.)



Reproduction of Portion of Chart No. 3025.

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000



NEW ZEALAND—NORTH ISLAND.

Wellington—Wireless Time-Signals.

No. 4 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1895 of 1920), are republished:—

Position.—Wellington W/T station, lat. $41^{\circ} 16' S.$, long. $174^{\circ} 46' E.$

Details.—Wireless time-signals (provided satisfactory observations are obtained) are sent out on Tuesdays and Fridays from the W/T station at Wellington (VLW) as follows:—

The time-signal begins at 21h. 00m. 00s. G.M.T., corresponding to 8h. 30m. 00s. Standard time, and is repeated at the 1st, 2nd, 4th and 5th minutes. The signal is not sent at 21h. 03m. 00s.

Each signal, represented by a *dash*, commences exactly at the beginning of each minute and lasts for one second, approximately; the signals are automatically operated by the Standard clock at the Hector observatory.

Remarks.—The signals are transmitted on a wave length of 600 metres.

In addition to the automatic signals, other signals are transmitted by hand, but they must *not* be used as time-signals.

Note.—The above information will be included in the next revision of Admiralty Notice to Mariners No. 316 of 1920.

Chart affected.—No. 788, Melbourne to Cape Horn—western sheet.

Publications.—List of Lights and Time-Signals, 1920, All Parts No. 5031.

New Zealand Pilot, 1919, page 127.

Authority.—Hector Observatory Bulletin No. 30 of 1920. (*H. 7817;20.*)

PERSIAN GULF.

Ras Al Mutaḥ—Derelict Dhow Reported.

No. 5 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 183M. of 1920) are republished :—

Position.—Lat. $28^{\circ} 1\frac{1}{2}'$ N.

Long. $50^{\circ} 49'$ E.

Details.—A derelict Dhow dismasted and abandoned, which appears to be drifting in a south-east wardly direction has been reported in the above position.

Caution.—This derelict constitutes a danger to navigation, as it lies in the track of shipping.

Charts temporarily affected.—No. 2837b, Persian Gulf, western sheet.
 „ 748b, Indian Ocean, northern portion.

Authority.—The Port Officer, Basra, Telegram dated 13th December 1920.

PERSIAN GULF.

Musandam Island—Further information with regard to the position of the wreckage northward of.

No. 6 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 184M. of 1920), are republished :—

Former Notice.—No. 175M. of 1920. (*This office No. 364 of 1920.*)

Details.—Further information with regard to the position of the wreckage of Dhow, dated 7th December 1920 is what the Master S.S. “Barpeta” reports, is 3 miles north of Musandam.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 753, Entrance of the Persian Gulf.
 „ 2837a, Persian Gulf, eastern sheet.

Authority.—The Port Officer, Bombay, dated 7th December 1920.

PERSIAN GULF.

Ras Khargu—Unlighted Buoy established southward of.

No. 7 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 185M. of 1920), are republished :—

Former Notice.—No. 77M. of 1920. (*This office No. 167 of 1920.*)

(Admiralty No. 748 of 1920.)

Position.—At a distance of about $4\frac{1}{2}$ cables southward from Ras Khargu, in the position formerly occupied by the light buoy with flashing white light which has been withdrawn.

Lat. $26^{\circ} 41'$ N.

Long. $55^{\circ} 55\frac{1}{2}'$ E.

Description.—An unlighted Conical buoy, painted red.

Charts affected.—No. 3599, Plan of Henjam Sound.

„ 753, Entrance of the Persian Gulf.

Publications.—Persian Gulf Pilot, 1915, page 208.

Indian List of Lights in press.

Authority.—The Officer Commanding, R. I. M. S. "Nearchus," dated at Henjam, 21st November 1920.

INDIA—WEST COAST.

Jaigarh Outer Light—Mechanism now in working order.

No. 8 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 186M. of 1920), are republished:—

Former Notice.—No. 166M. of 1920. (*This office No. 347 of 1920.*)

Position.—On the western point of Jaigarh headland.

Lat. $17^{\circ} 18' N.$

Long. $73^{\circ} 10\frac{1}{2}' E.$

Details.—The occulting white light, which was reported to have ceased burning, owing to the mechanism being out of order, is re-exhibited as an occulting light from 13th December 1920.

Charts affected.—No. 247, Jaigarh or Jygur.

„ 739, Boria Pagoda to Malvan.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

Publications.—West Coast of India Pilot, 1919, page 203.

List of Lights, Part VI, 1920, No. 410.

Indian List of Lights in press.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, dated 6th December 1920.

TASMANIA—EAST COAST.

Eddystone Point Light—Intended alteration in Character. Red Sectors to be discontinued.

No. 9 (third publication).—

Subject.—The Group Flashing Light with White and Red Sectors on Eddystone Point will be replaced by a Group Flashing White Light, on or about 15th March 1921.

Position.—Near extreme of Eddystone Point.

Lat. $40^{\circ} 59\frac{1}{2}' S.$, long. $148^{\circ} 21' E.$ on Chart No. 1706.

Character.—Group Flashing White Light showing three flashes every thirty seconds; duration of flashes about $1\frac{4}{10}$ seconds each.

Visibility.—18 miles; from 151° (S. $38\frac{1}{2}^{\circ}$ E. Mag.) through south, west and north to 24° (N. $14\frac{1}{2}^{\circ}$ E. Mag.); a faint white fixed light will be visible thence to the shore, obscured elsewhere.

Power.—70,000 candles.

Structure.—Circular granite tower 116 feet in height.

Remarks.—The Red Sectors will be discontinued on or about 15th March 1921. The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 1706, Banks Strait, with plan of Bay of Fires.

„ 1079, Tasmania.

„ 1695a, Bass Strait, eastern sheet.

„ 2759b, Australia, southern portion.

„ 788, Melbourne to Cape Horn, western sheet.

Publications.—List of Lights and Time Signals, Part VI, 1920. No. 2825.

Australia Pilot, Vol. II, 1918, page 238.

Authority.—Melbourne notice No. 24 of 1920.

AUSTRALIA, NORTH COAST—CLARENCE STRAIT.

Howard Knoll Light Buoy—Light to be temporarily extinguished.

No. 10 (third publication).—

Subject.—The Group Flashing Re Light shown from the Howard Knoll Light Buoy No. 2 will be temporarily extinguished on or about 31st December 1920.

Position.—At a distance of about one mile northward of Howard Knoll.

Lat. $11^{\circ} 59\frac{1}{2}'$ S., long. $131^{\circ} 18\frac{1}{2}'$ E.

Description.—A Group Flashing Red Light.

Caution.—Vessels navigating at night in this vicinity after the above date are advised to anchor until daylight.

Note.—A further notice will be issued when the light is re-exhibited.

Charts temporarily affected.—No. 1095, Clarence Strait.

„ 613, Melville Island and Dundas and Clarence Straits.

Authority.—Melbourne Notice No. 25 dated 19th November 1920.

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, FEBRUARY 2, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

C. B. BAYLEY,
*Deputy Secretary
to the Government of Bengal.*

CALCUTTA, the 21st January 1921.

JAVA, NORTH COAST—MADURA STRAIT.

Gili Genting—Light established; Buoy withdrawn.

No. 24 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2032 of 1920), are republished:—

Position.—On the outer edge of the reef extending from the western shore of Gili Genting.

Lat. $7^{\circ} 11' 42''$ S., long. $103^{\circ} 52' 45''$ E.

Abridged description.—Lt. F., 39 ft., vis. 10 m.

Characteristics:

Character.—Fixed white.

Elevation.—39 feet.

Visibility.—10 miles.

Structure.—Iron framework.

Remarks.—The white conical buoy shown on the chart at a distance of about 7 cables southward from the above position has been removed.

Charts affected.—No. 934, Plan of Sapudi strait.

„ 1654, Island of Java—eastern portion.

„ 941b, Eastern archipelago—sheet 2.

Publications.—List of Lights, Part VI, 1920, No. 920a.

Eastern Archipelago Pilot, Part II, 1913, page 167.

Authority.—Hague Notice No. 2407 of 1920. (H. 8451-20.)

CHINA SEA—NORTH BALABAC STRAIT.

Kaxisigan Island—Off-lying Rocks and Shoals.

No. 25 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2033 of 1920), are republished:—

Position.—Kaxisigan island, lat. $8^{\circ} 05\frac{1}{2}'$ N., long. $117^{\circ} 05'$ E.

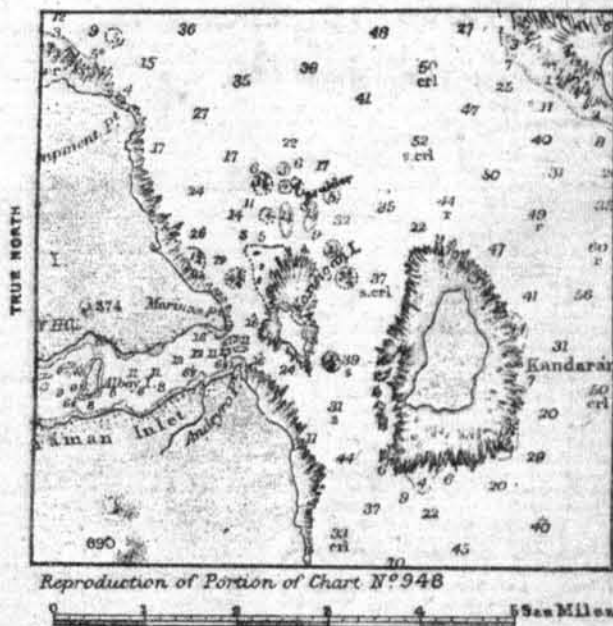
Details.—The reproduction below of a portion of chart No. 948 shows the necessary amendments with regard to rocks and shoals in the vicinity of Kaxisigan island.

Charts affected.—No. 948, Balabac Strait.

„ 967, Palawan island.

Publication.—Eastern Archipelago Pilot, Part I, 1911, pages 116, 117.

Authority.—U.S.A. Government Chart. (H. 8196-20.)



RED SEA—EASTERN SHORE.

Hodeida Road—Amendments to Charts with regard to Shoals and Depths.

No. 26 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2040 of 1920), are republished:—

Former Notices.—Nos. 1175 and 2234 of 1919. (This office Nos. 255 of 1919 and 34 of 1920.)

Position.—North fort, lat. $14^{\circ} 47\frac{1}{2}'$ N., long. $42^{\circ} 55\frac{1}{2}'$ E.

Details.—The accompanying reproduction of portions of charts Nos. 14 and 143 shows the necessary amendments to those charts with regard to shoals and depths in Hodeida road consequent upon a recent survey.

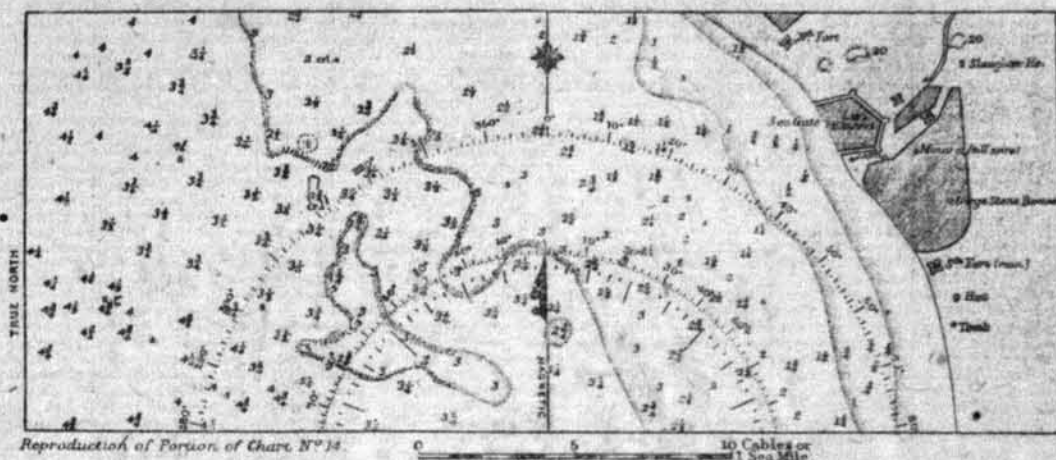
Remarks.—From the reproduction it will be observed that:

- (i) The one-fathom coral head referred to in former Notice No. 1175 of 1919 (*Calcutta Notice No. 255 of 1919*) does not exist.
- (ii) The buoy referred to in former Notice No. 2234 of 1919 (*Calcutta Notice No. 34 of 1920*) is no longer in position.

Charts affected.—No. 14, Plan of Hodeida road.
 „ 143, Jebel Teir to Perim island.
 „ 8d, Red sea—sheet IV.

Publication.—Red Sea, &c., Pilot, 1909, page 389; Revised Supplement (3), 1917.

Authority.—H. M. Surveying Vessel *Merlin*. (H. 7685-20.)



Reproduction of Portion of Chart No. 14.



Reproduction of Portion of Chart No. 143.

KOREA, SOUTH-EAST COAST.

Masampo Harbour Approaches—Amendments to Charts with regard to Shoals.

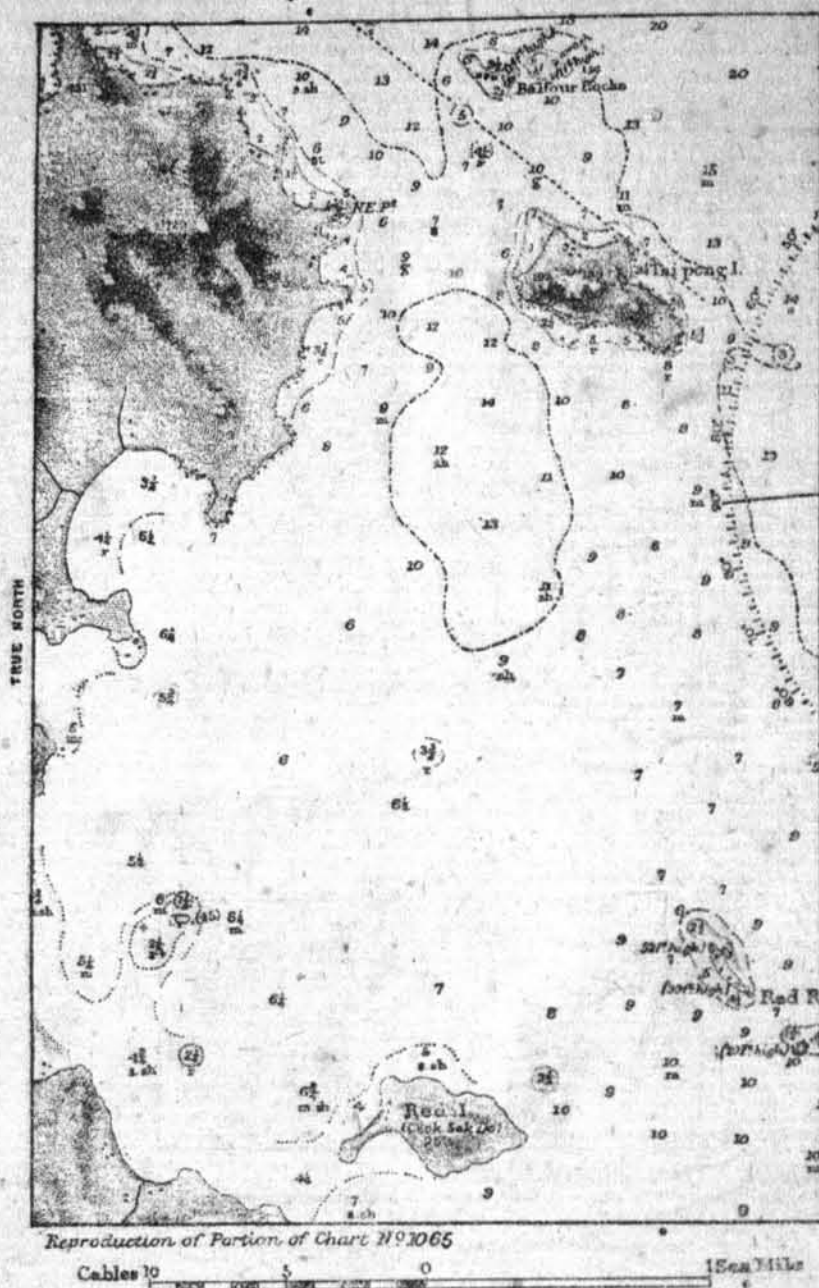
No. 27 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2041 of 1920), are republished:—

Position.—Tai pong island, lat. $35^{\circ} 01' N.$, long. $128^{\circ} 44' E.$

Details.—Amendments to the charts with regard to shoals in the vicinity of Tai pong island, and north-westward of Red island, are shown on the accompanying reproduction of a portion of chart No. 1065.

Charts affected.—No. 1065, Masampo harbour and approaches.
 „ 3366, Fusan harbour to Port Hamilton.
 „ 358, Western coasts of Kinsiu and Honshū.
 „ 104, Korean archipelago—southern portion.

Publication.—E. C. Korea, &c., Pilot, 1913, pages 65, 66.
Authority.—Japanese Government Chart. (H. 8219-20.)



JAPAN—INLAND SEA, HARIMA NADA.

Shikama Light—Alteration in Character:

No. 28 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2048 of 1920), are republished:—

Position.—Lat. $34^{\circ} 47' N.$ long. $134^{\circ} 39\frac{1}{2}' E.$

New Abridged description.—Lt. F., Gn., 34 ft., vis. 11 m.

Alteration.—The character of the light has been altered from fixed white to fixed green.

Remarks.—The visibility of the light is now 11 miles.

Charts affected.—No. 3566, Izumi nada and Harima nada.

2875, Nankai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1920, No. 1939.

Japan Pilot, 1914, page 291.

Authority.—Tokyo, Department of Commerce, Notice No. 1529 of 1920. (H. 8418-20.)

NEW ZEALAND—NORTH ISLAND, WEST COAST.

Cape Egmont—Caution with regard to Shoals.

No. 29 (first publication)—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2060 of 1920), are republished:—

Position.—Cape Egmont lighthouse, lat. $39^{\circ} 16\frac{1}{2}'$ S., long. $173^{\circ} 46'$ E.

Caution.—The following cautionary note is to be placed on the charts about midway between Cape Egmont and Opunake:—

"CAUTION"

"Outlying shoal spots are reported to exist in this vicinity as also near the shore to the N. of C. Egmont."

Note.—This caution is already shown on chart No. 2535.

Charts affected.—No. 2051, Cook strait and the coast to Cape Egmont
 „ 1212, New Zealand.

Publication.—New Zealand Pilot, 1919, page 94.

Authority.—Wellington Notice No. 57 of 1920. (*H.* 8539-20.)

INDIA—WEST COAST.

Bombay Harbour—Steam Pilot Vessel established.

No. 30 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 2M of 1921), are republished:—

Former Notice.—No 75-M of 1920 (Admiralty No. 1168 of 1920.)
 Calcutta Nos. 166 and 264 of 1920).

Date established.—4th January 1921.

Details.—A Steam Pilot Vessel (of the character and construction of a trawler) which will either cruise or station approximately on a line with Malabar Point in transit with Colaba Point has been established.

This Pilot Vessel during the day will display the usual Pilot Flag (a white and red horizontal) hoisted at the main and at night the lights as prescribed for Steam Pilot Vessels, i.e., one bright white light at the Mast head and at a distance of 8 feet below, another red light visible all round the horizon at least 2 miles distance.

Note.—The Steam Pilot Vessel is painted white with a yellow funnel.

Remarks.—The present position of the Pilot Schooner as shewn on the Charts is to be expunged.

Charts affected.—No. 655, Port of Bombay.

„ 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

Publication.—West Coast of India Pilot, 1919, page 228.

Authority.—The Port Officer, Bombay, dated 30th December 1920.

PERSIAN GULF.

Ras al Mutaf—Derelict reported south-westward of.

No. 31 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 3-M of 1921), are republished:—

Details.—The Master of S.S. "Warina" reports having passed a derelict of capsized dhow, floating with her sides well out of water in the following position.

Position.—Lat. $27^{\circ} 43'$ N.

Long. $51^{\circ} 27'$ E.

Caution.—This derelict constitutes a danger to navigation.

Charts temporarily affected.—No. 2837b, Persian Gulf, western portion.

„ 748b, Indian Ocean, northern portion.

Authority.—The Port Officer, Bombay, dated 22nd December 1920.

CEYLON, SOUTH-EAST COAST.

Caution.—Report of a sunken buggalow.

No. 32 (first publication):—

Date sighted.—15th January 1921.

Subject.—The Master of the SS. "Culna" states in his Arrival Report dated the 21st January 1921, that he passed a sunken buggalow in the following position.

Position.—Lat. $6^{\circ} 45'$ N., long. $81^{\circ} 56'$ E.

Charts affected.—No. 70, Bay of Bengal.

„ 828, Cape Comorin to Cocanada.

„ 813, Ceylon, south part.

Authority.—Master of the SS. "Culna."

The 17th January 1921.

CHINA SEA—GULF OF SIAM, MALAY PENINSULA

Singora Light—Normal Characteristics resumed.

No. 20. (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1969 of 1920), are republished:—

Former Notices.—Nos. 835, 1341 and 1748 of 1920. (This office Nos. 186, 292 and 355 of 1920)

Position.—On the summit of Pagoda hill.

Lat. $7^{\circ} 12\frac{1}{2}'$ N., long. $100^{\circ} 35\frac{1}{4}'$ E.

Description.—An occulting white light every thirty seconds.

Note.—The note "Irregular (1920)" against this light is to be expunged from the charts.

Charts affected.—No. 998, Pulo Kapas to Lakon roads, with plan.

„ 2414, Gulf of Siam.

Publications.—List of Lights, Part VI., 1920, No. 1352.

China Sea Pilot, Vol. III., 1912, page 123, Supplement No. 5, 1920.

Authority.—Bangkok Notice No. 197 of 1920. (H. 8065-20.)

CHINA, SOUTH-EAST COAST.

Canton River, Blenheim Reach—Caution with regard to Depths.

No. 21 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1980 of 1920), are republished :—

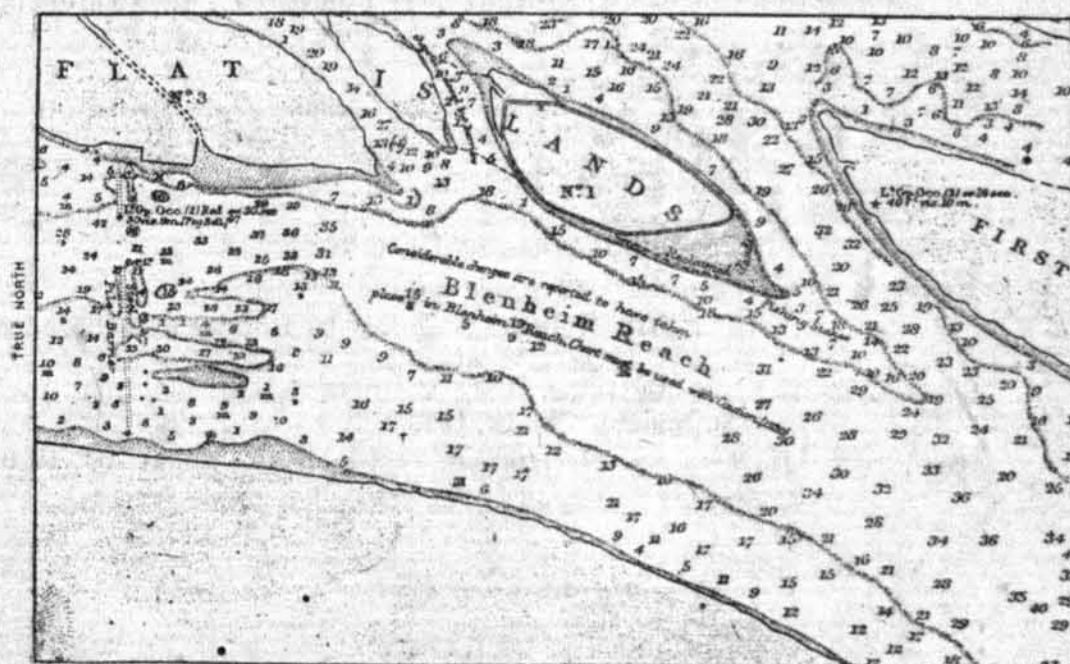
Position.—Flat island No. 1. lat. $23^{\circ} 04\frac{1}{2}'$ N., long. $113^{\circ} 28\frac{1}{2}'$ E.

Caution.—Information has been received that considerable changes in depths have taken place in Blenheim reach. In consequence of these changes, correction to the charts as shown on the reproduction below of a portion of chart No. 1742, has been rendered necessary pending the receipt of further details.

Charts affected.—No. 1742, Chu kiang or Canton river—sheet IV.
 „ 3588, Canton river delta.

Publication.—China Sea Pilot, Vol III, 1912, pages 458, 463.

Authority.—Canton Notice No. 156 of 1920. (H. 7979-20).



JAPAN—KIUSIU, WEST COAST.

Sakitsu Ura Entrance and Approach—Existence of Shoals.

No. 22 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1989 of 1920), are republished :—

(a) *Position.*—At a distance of $1\frac{2}{3}$ cables, 174° , from Koga se 73-foot rock in the approach to Sakitsu ura.

Lat. $32^{\circ} 19'$ N., long. $129^{\circ} 57'$ E.

Depth.— $1\frac{1}{2}$ fathoms (rock).

(b) *Position*.—At a distance of $3\frac{3}{4}$ cables, 200° , from the Δ near the 360-foot summit on Kurose saki, at the northern side of the entrance to Sakitsu ura.

Lat. $32^{\circ} 18' N.$, long. $129^{\circ} 59' E.$

Depth.— $6\frac{1}{2}$ fathoms (rock).

Charts affected.—No. 135, Plan of Sakitsu ura.

„ 836, Amakusa islands and Yatsushiro sea.

„ 358, Western coasts of Kiusiu and Honshū.

Publication.—Japan Pilot, 1914, page 444.

Authority.—Japanese Government Chart. (H. 8221/20.)

AUSTRALIA, NORTH COAST—CLARENCE STRAIT.

Howard Channel—Amended Positions of Light-Buoys.

No. 23 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2000 of 1920), are republished:—

(1) Howard knoll light-buoy:

Position (approximate).—At a distance of about $7\frac{1}{2}$ cables southward of charted position.

Lat. $12^{\circ} 00' 30'' S.$, long. $131^{\circ} 18' 45'' E.$

Description.—A black can light buoy numbered “2,” exhibiting a group flashing red light.

(2) Rooper rock light-buoy:

Position.—At a distance of about $5\frac{1}{2}$ cables north-westward of charted position.

Lat. $12^{\circ} 04' 18'' S.$, long. $131^{\circ} 11' 00'' E.$

Description.—A red can light-buoy numbered “3,” exhibiting a group flashing white light.

Charts affected.—No. 1095, Clarence strait.

„ 613, Melville island, with Dundas and Clarence straits. (1).

Publication.—Australia Pilot. Vol. V., 1914, pages 96, 103, 104; Supplement No. 4, 1920.

Authority.—H. M. A. S. *Geranium*, Hyd. Note No. 1 of 1920. (H. 8119/20.)

The 10th January 1921.

STRAIT OF MALACCA.

Klang Strait and Approaches—Alterations in Buoyage, &c.

No. 11 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1903 of 1920), are republished:—

(1) Alterations in lights on light-buoys:

(a) *Position*.—In northern approach to North Klang strait.

Lat. $3^{\circ} 20' N.$, long. $101^{\circ} 00\frac{1}{2}' E.$

Alteration.—The occulting white light on this light buoy has been replaced by a flashing white light every fifteen seconds.

Remarks.—This light-buoy is known as “Angsa bank light-buoy.”

(b) *Position*.—Marking Batu Penyu (Glamorganshire rock),

Lat. $3^{\circ} 13\frac{1}{2}' N.$, long. $101^{\circ} 13' E.$

Alteration.—The occulting red light on this light buoy has been replaced by a flashing white light every ten seconds.

(2) Buoys established :

(a) *Position*.—Off the entrance to Sungai Serdang Besar and Sungai Kapar.

Lat. $3^{\circ} 06' 07''$ N., long. $101^{\circ} 19' 24''$ E.

Description.—A buoy surmounted by a white staff and cage.

Remarks.—A signal station, which forms a conspicuous mark, is situated on the northern side of the entrance to Sungai Sematan in lat. $3^{\circ} 05' 15''$ N., long. $101^{\circ} 21' 12''$ E.

(b) *Position*.—At a distance of about one mile westward of Tanjong Buas Buas, situated at the southern end of South Klang strait:

Lat. $2^{\circ} 52' 55''$ N., long. $101^{\circ} 15' 10''$ E.

Description.—A buoy surmounted by a white staff and cage.

Remarks.—The construction of the beacon on the shoal close eastward of the above buoy has not been proceeded with and the note on the charts "Bn. buildg. marked by Fixed Wh. Lt. (1915)" is to be expunged.

Charts affected.—No. 3453, Klang strait and approaches.

„ 3766, North approach to Klang strait. (1).

„ 794, Pulo Berhala to Cape Rachado]

„ 1355, Malacca strait. (1).

Publications.—List of Lights, Part VI, 1920, No. 760.

China Sea Pilot, Vol. I, 1916, pages 209 to 216.

Authority.—Harbour Master, Selangor. (H. 8060-20.)

STRAIT OF MALACCA—KLANG STRAIT.

Tanjong Bakau Light—Temporary Alteration in Character.

No. 12 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1904 of 1920), are republished :—

Position.—Lat. $3^{\circ} 04\frac{1}{4}'$ N., long. $101^{\circ} 20'$ E.

Alteration.—The character of the light has been temporarily altered from occulting white to *fixed white*.

Charts temporarily affected.—No. 3453, Klang strait and approaches.

„ 3766, North approach to Klang strait.

Publication.—List of Lights, Part VI, 1920, No. 754.

Authority.—Harbour Master, Selangor. (H. 8060-20.)

CELEBES, SOUTH-EAST COAST--FLORES SEA.

Non-Existence of Reefs.

No. 13 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1926 of 1920) are republished :—

Positions.—(i) Richard Wale reef, lat. $6^{\circ} 50'$ S. long. $121^{\circ} 29'$ E.

(ii) Emperor of China reef, lat. $6^{\circ} 45'$ S. long. $124^{\circ} 16'$ E.

(iii) New Rock, lat. $6^{\circ} 39'$ S. long. $124^{\circ} 41'$ E.

Details.—A careful search having failed to reveal any trace of the existence of the above reefs, they are accordingly to be expunged from the charts.

Charts affected.—No. 3616, Tomori gulf to Salayar strait. (i).
 „ 942a, Eastern archipelago—sheet 3.
 „ 1263, China sea.
 „ 2759a, Australia—northern portion.
 „ 2483, Atlantic and Indian oceans, &c. (ii) and (iii).
 „ 2683, Pacific ocean. (ii) and (iii).

Publication.—Eastern Archipelago Pilot, Part II. 1913, pages 322, 479.

Authority.—Hague Notice No. 1517 of 1920. (H. 5211-20.)

JAPAN—KIU SIU, NORTH-WEST COAST.

O Shima—Shoal northward of.

No. 14 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1927 of 1920), are republished:—

Position.—At a distance of about $1\frac{1}{2}$ miles southward from Shirase light.

Lat. $33^{\circ} 04' 22''$ N. long. $129^{\circ} 36' 54''$ E.

Depth.— $4\frac{1}{2}$ fathoms (rock).

Charts affected.—No. 2387, Io jima to Madara jima.
 „ 359, Nagasaki to Karatsu, with the Goto islands.

Publication.—Japan Pilot, 1914, pages 473, 474; Revised Supplement (2), 1919.

Authority.—Tokyo Notice No. 239 of 1920. (H. 8089-20.)

GULF OF ADEN—JIBUTI NORTHERN APPROACH.

Maskali Island—Buoy south-westward of, removed.

No. 15 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1935 of 1920), are republished:—

Position.—At a distance of about one mile south-westward from the western end of Maskali island

Lat. $11^{\circ} 41'$ N. long. $43^{\circ} 09'$ E.

Details.—The black can buoy which formerly marked the western end of the detached reef has been removed.

Charts affected.—No. 253, Jebel Jan to Shab Kulangarit.
 „ 8e, Red sea—sheet 5.

Publication.—Red Sea, &c., Pilot, 1909, page 427.

Authority.—Paris Notice No. 1962 of 1920. (H. 7300-20.)

NEW ZEALAND, NORTH ISLAND—MANUKAU HARBOUR.

Huia Banks—Buoy established.

No. 16 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1938 of 1920), are republished:—

Position.—On the southern side of Huia banks, at a distance of one mile, 126° , from the outer end of Huia wharf,

Lat. $37^{\circ} 01\frac{1}{2}'$ S. long. $174^{\circ} 34\frac{1}{2}'$ E.

Description.—A black can buoy.

Chart affected.—No. 2726, Manukau harbour.

Publication.—New Zealand Pilot, 1919, page 71.

Authority.—Wellington Notice No. 52 of 1920. (H. 8173-20.)

JAPAN—HOKUSHU, SOUTH COAST.

Mororan Ko—Light established on Breakwater under construction; Light-house under construction.

No. 17 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1939 of 1920) are republished:—

1. Light established on breakwater under construction:

Position.—On outer end of breakwater under construction and at a distance of $3\frac{1}{2}$ cables, 15° , from the centre of the 99-foot summit on Shikuzushino hana.
Shikuzushino hana, lat. $42^{\circ} 20\frac{1}{2}'$ N., long. $140^{\circ} 56\frac{1}{2}'$ E.

Abridged description.—Lt. F., Red.

Description.—A fixed red light.

Remarks.—The breakwater, which is in course of construction, extends from the above position in a 195° direction to Shikuzushino hana.

Note.—This breakwater is to be indicated in pecked lines on the charts and marked "Under construction."

2. Lighthouse under construction:

Position.—At a distance of $5\frac{1}{6}$ cables, 353° , from the centre of the 99-foot summit referred to above.

Details.—A lighthouse is being built in the above position and a note "Lt. Ho. (building)" is to be inserted on the charts.

Charts affected.—No. 3507, Mororan ko.

„ 3591, Iburi wan or Uchiura wan.

Publications.—List of Lights, Part VI, 1920, No. 2099a.
Japan Pilot, 1914, page 717.

Authority.—Tokyo Notice No. 257 of 1920. (H. 8099-20.)

INDIA—WEST COAST.

Kajhiawar Coast—Derelict reported south-westward of.

No. 18 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 191M of 1920), are republished:—

Former Notice No. 174-M. of 1920—(This office No. 363 of 1920.)

Date sighted.—16th December 1920.

Position.—Lat. $20^{\circ} 39'$ N.

Long. $68^{\circ} 45'$ E.

Details.—The Master of SS. "Waroonga" reports having passed a derelict dhow awash in the above position.

Remarks.—From report received it would appear that this derelict is that reported in the former notice quoted above.

Caution.—This derelict constitutes a danger to navigation.

Charts temporarily affected.—No. 826, Karachi to Vengurla.

„ 748b, Indian Ocean, Northern portion.

AUSTRALIA—SOUTH COAST—SPENCER GULF.

Wardang Island Light—Position incorrectly shown on Charts.

No. 19 (third publication).—

Subject.—The position of the Wardang Island Light as shown on Admiralty Charts Nos. 752 and 2389 is incorrect. The correct position is as follows:—

Position.—On the summit of Wardang Island, at a distance of 6-6/10 cables, 323° (N. 42° W. Mag.), from the position shown on Charts Nos. 752 and 2389.

Lat. 34° 30' 11" S., Long. 137° 20' 49" E.

Charts affected.—No. 752, Port Victoria.

„ 2389, St. Vincent and Spencer Gulfs.

Authority.—Melbourne Notice No. 26 of 1920.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, FEBRUARY 9, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

C. B. BAYLEY,
*Deputy Secretary
to the Government of Bengal.*

CALCUTTA, the 31st January 1921.

JAPAN—KIUSIU, SOUTH COAST, KAGOSIMA KAIWAN.

Sakura Sima—Extension to southward; Depths in vicinity.

No. 33 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2067 of 1920), are republished:—

Position.—Sakihanadaira Δ , lat. $31^{\circ} 33\frac{1}{4}'$ N., long. $130^{\circ} 42'$ E.

Details.—The accompanying reproduction of a portion of chart No. 372 shows the necessary corrections to that chart with regard to—

- (i) The extension of the lava bed in the south-eastern part of the island and the amended depths in the vicinity.
- (ii) Shoals in the vicinity of Kani Sima and Shin Sima, to the north-eastward of Sakura Sima.
- (iii) Amended height of Ship Sima.

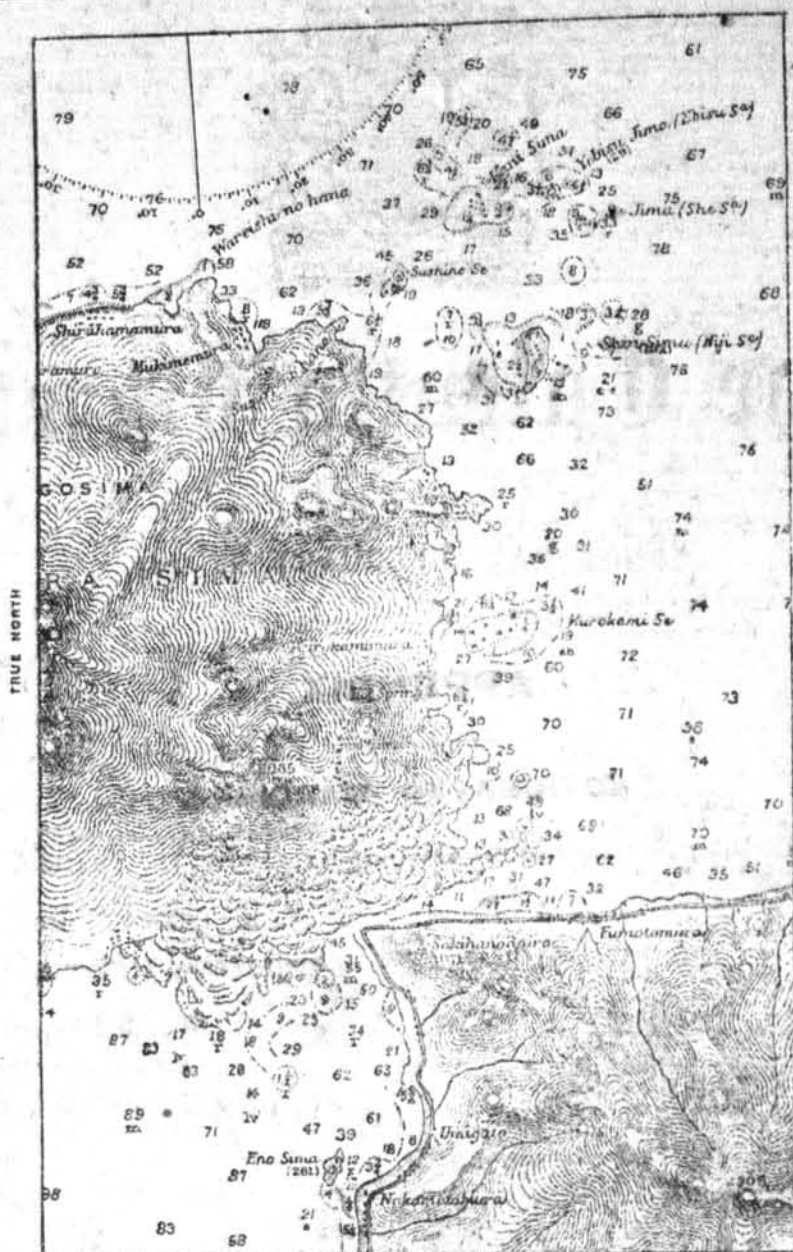
Charts affected.—No. 372, Kagosima Kaiwan,

„ 1648, Osumi kaikyo to O Shima.

„ 358, Western coasts of Kiusiu and Honshu.

Publication.—Japan Pilot, 1914, pages 414, 415, 418; Supplement No. 4, 1920.

Authority.—Japanese Government Chart. (*H.* 3218-20.)



Reproduction of Portion of Chart N°372

0 1 2 3 Sea Miles

JAPAN.

Shimonoseki Kaikyo—Non-existence of Wrecks.

No. 34 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2068 of 1920), are republished:—

- (a) *Position*.—In Kita suido, at a distance of about 7 cables southward of Kushi zaki.

Lat. $33^{\circ} 58\frac{1}{2}'$ N., long. $130^{\circ} 59\frac{1}{2}'$ E.

Description.—Wreck (1908).

- (b) *Position*.—In Hayatomo seto, at a distance of about 2 cables south-eastward of Dan no ura light.

Lat. $33^{\circ} 58\frac{1}{2}'$ N., long. $130^{\circ} 58'$ E.

Description.—Wreck (1917).

- (c) *Position*.—At a distance of about $6\frac{1}{2}$ cables southward of flagstaff near Shimonoseki custom house.

Lat. $33^{\circ} 56\frac{3}{4}'$ N., long. $130^{\circ} 56\frac{1}{4}'$ E.

Description.—Wreck (1919).

(d) *Position.*—At a distance of about $1\frac{1}{4}$ cables south-eastward of Ganryu jima (41-foot) Δ .

Lat. $33^{\circ} 56'$ N. long. $130^{\circ} 55\frac{3}{4}'$ E.

Description.—Wreck (1919).

(e) *Position.*—At a distance of $1\frac{1}{4}$ cables north-eastward of Deshimach bana.

Lat. $33^{\circ} 55\frac{3}{4}'$ N., long. $130^{\circ} 55\frac{1}{2}'$ E.

Description.—Wreck (1919).

(f) *Position.*—At a distance of about $2\frac{1}{4}$ cables south-eastward of Kanenotsuru misaki.

Lat. $33^{\circ} 54\frac{1}{2}'$ N., long. $130^{\circ} 54\frac{1}{2}'$ E.

Description.—Wreck marked by buoy.

(g) *Position.*—At a distance of about 4 cables westward of Kaza zi.

Lat. $33^{\circ} 56'$ N., long. $130^{\circ} 52'$ E.

Description.—Wreck.

Charts affected.—No. 3114, Moji and Shimonoseki ko. (c), (d) and (e).

„ 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

(a), (b).

„ 127, Hirado kaikyo to Shimonoseki kaikyo.

(g).

Authority.—Japanese Government Chart. (H. 5391-20.)

JAPAN—KIUSIU, NORTH-WEST COAST.

Omura Wan entrance—Buoy established.

No. 35 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2069 of 1920), are republished :—

Position.—At a distance of $1\frac{1}{10}$ miles, 47° , from Shira se lighthouse.

Lat. $33^{\circ} 06\frac{1}{4}'$ N., long. $129^{\circ} 39'$ E.

Description.—A red conical buoy painted in black and red horizontal bands.

Remarks.—This buoy marks the edge of the reef which extends westward from the shore northward of Kogo zaki.

Charts affected.—No. 2387, Io jima to Madara jima.

„ 359, Nagasaki to Karatsu, with the Goto islands.

Publication.—Japan Pilot, 1914, pages 505, 508.

Authority.—Tokyo Notice No. 273 of 1920. (H. 8652-20.)

JAPAN—HONSHŪ, SOUTH COAST, ISE NO UMI.

Toga Se light-buoy—Amended position.

No. 36 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2077 of 1920) are republished :—

Position.—At a distance of about three-quarters of a mile southward from charted position, and $2\frac{1}{4}$ miles south-westward from Oni ga saki.

Lat. $34^{\circ} 52' 24''$ N., long. $136^{\circ} 47' 17''$ E.

Description.—A red can light-buoy named “Toga se” with group flashing white light.

Charts affected.—No. 952, Owashi wan to Atsumi wan.
 „ 996, Kii suido to Tokyo.

Publication.—Japan Pilot, 1914, page 171.

Authority.—Tokyo Notice No. 278 of 1920. (H. 8656-20.)

JAPAN—KIUSIU, WEST COAST, NAGASAKI APPROACH.

Hira se—Beacon destroyed.

No. 37 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2078 of 1920), are republished:—

Position.—Lat. $32^{\circ} 43' N.$, long. $129^{\circ} 46\frac{3}{4}' E.$

Details.—Hira se beacon, which has been destroyed and will not be replaced, is to be expunged from the charts.

Charts affected.—No. 2415, Approach to Nagasaki harbour.
 „ 359, Nagasaki to Karatsu, with the Goto islands.
 „ 358, Western coasts of Kiusiu and Honshu.
 „ 3480, Shantung promontory to Nagasaki.

Publication.—Japan Pilot, 1914, page 462.

Authority.—Tokyo, Department of Communications, Notice No. 1615 of 1920. (H. 8698-20.)

JAPAN—GULF OF OSAKA.

Osaka breakwater lights—Alteration in characteristics.

No. 38 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2079 of 1920), are republished:—

(1) North breakwater:

Position.—On the outer end of the north breakwater,
 Lat. $34^{\circ} 38\frac{1}{2}' N.$, long. $135^{\circ} 23\frac{1}{2}' E.$

New abridged description.—(U) Lt. Occ., 36 ft., vis. 11 m.

Details.—The flashing white light has been replaced by a light having the undermentioned characteristics:—

Character.—Occulting white every four seconds, thus:

Light,	eclipse
2 sec.	2 sec.

Elevation.—36 feet.

Visibility.—11 miles.

Power.—1,300 candles.

Structure.—White hexagonal iron tower, 26 feet in height.

Remarks.—The light is unwatched.

(2) South breakwater:

Position.—On the outer end of the south breakwater.

New abridged description.—Lt. Occ., Red, 36 ft., vis. 11 m. (U).

Details.—The fixed white light has been replaced by a light having the undermentioned characteristics:—

Character.—Occulting red every four seconds, thus:

Light.	eclipse.
2 sec.	2 sec.

Elevation.—36 feet.

Visibility.—11 miles.

Power.—520 candles.

Structure.—Red hexagonal tower, 26 feet in height.

Remarks.—The light is unwatched.

Charts affected.—No. 16, Kobe and Osaka.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of lights, Part VI., 1920, Nos. 1997, 1998.
Japan Pilot, 1914, pages 274, 275.

Authority.—Tokyo, Department of Communications, Notice No. 1640 of 1920. (H. 8699-20.)

JAPAN—HONSHŪ, WEST COAST.

Oki Islands (Oki Retto)—Existence of rocks.

No. 39 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2080 of 1920), are republished:—

- (a) *Position.*—At a distance of about 1½ miles westward from the western extremity of Omori island.

Lat. 36° 07' 40" N., long. 133° 07' 50" E.

Depth.—2 fathoms.

- (b) *Position.*—At a distance of about half a mile eastward from (a).

Lat. 36° 07' 25" N., long. 133° 08' 30" E.

Depth.—5 fathoms.

- (c) *Position.*—Off the western extremity of Matsu sima

Lat. 36° 05' 15" N., long. 133° 08' 30" E.

Depth.—4 fathoms.

- (d) *Position.*—Off the south-eastern side of Naka no shima.

Lat. 36° 03' 00" N., long. 133° 06' 20" E.

Depth.—9 fathoms.

Charts affected.—No. 1495, Aburatani bay to Ando zaki.

„ 2347, Honshu, Kiusiu and Shikoku, etc. (a).

Publication.—Japan Pilot, 1914, page 607.

Authority.—Tokyo Notice No. 269 of 1920. (H. 8651-20.)

JAVA, NORTH COAST.

Semarang Bay—Non-existence of reported shoal.

No. 40 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2088 of 1920), are republished:—

Position.—At a distance of 2½ miles, 14°, from Semarang lighthouse.

Lat. 6° 55' S., long. 110° 24½' E.

Description.—A 3-fathom shoal, marked "*Repd. (1919)*" on charts.

Note.—The shoal is to be expunged from the charts.

Charts affected.—No. 932, Plan of Semarang bay.

„ 1653, Island of Java—western portion.

Publication.—Eastern Archipelago Pilot, Part II. 1913, page 117; Supplement No. 4, 1919.

Authority.—Netherlands Government Chart. (H. 8450-20.)

INDIA—WEST COAST.

Bombay Approach—Derelict reported.

No. 41 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 9M. of 1921), are republished :—

Date sighted. 12th January 1921.

Position.—Lat. $18^{\circ} 07' N.$, long. $72^{\circ} 50\frac{1}{2}' E.$

Details.—The Master of SS. "Nirvana" reports having passed a derelict of a fishing boat in 22 fathoms of water, shewing white flag on pole, mast in water, secured astern.

Charts temporarily affected.—No. 738, Kundari Island to Boria Pagoda.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

Authority.—The Port Officer, Bombay, dated 13th January 1921.

AUSTRALIA—SOUTH COAST—SPENCER GULF.

Wardang Island light—Amendment to Notice No. 19 of 1921 re position of light.

No. 42 (first publication).—

Subject.—The undermentioned position is to be substituted for that given in Notice to Mariners No. 19 of 1921.

Position.—On the summit of Wardang Island (107 ft.), at a distance of $6\frac{1}{2}$ cables, 325° (N. 40° W. Mag.), from the position shown on chart No. 752.

Lat. $34^{\circ} 30' S.$; Long. $137^{\circ} 21' E.$

Variation.— $5^{\circ} E.$

Charts affected.—No. 752, Port Victoria.

„ 2389, St. Vincent and Spencer Gulfs.

Authority.—Melbourne Notice No. 27 of 1920.

BAY OF BENGAL—CHITTAGONG COAST.

South Patches light-vessel "Sarsuti"—Replaced in position.

No. 43-I (first publication).—

Former Notice.—No. 366-I. of 1920.

Subject.—The South Patches light-vessel "Sarsuti" will be replaced in position on the 7th February 1921.

Position.—Lat. $21^{\circ} 29' N.$, long. $91^{\circ} 37' E.$

Charts affected.—No. 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

Publications.—List of lights, Part VI, 1920, No. 630.

Bay of Bengal Pilot, 1910, page 329.

Authority.—Port Officer, Chittagong, Notice dated 27th January 1921.

The 21st January 1921.

JAVA, NORTH COAST—MADURA STRAIT.

Gili Genting—Light established; Buoy withdrawn.

No. 24 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2032 of 1920), are republished:—

Position.—On the outer edge of the reef extending from the western shore of Gili Genting.

Lat. $7^{\circ} 11' 42''$ S., long. $103^{\circ} 52' 45''$ E.

Abridged description.—Lt. F., 39 ft., vis. 10 m.

Characteristics:

Character.—Fixed white.

Elevation.—39 feet.

Visibility.—10 miles.

Structure.—Iron framework.

Remarks.—The white conical buoy shown on the chart at a distance of about 7 cables southward from the above position has been removed.

Charts affected.—No. 934, Plan of Sapudi strait.

„ 1654, Island of Java—eastern portion.

„ 941*b*, Eastern archipelago—sheet 2.

Publications.—List of Lights, Part VI, 1920, No. 920*a*.

Eastern Archipelago Pilot, Part II, 1913, page 167.

Authority.—Hague Notice No. 2407 of 1920. (H. 8451-20.)

CHINA SEA—NORTH BALABAC STRAIT.

Kaxisigan Island—Off-lying Rocks and Shoals.

No. 25 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2033 of 1920), are republished:—

Position.—Kaxisigan island, lat. $8^{\circ} 05\frac{1}{2}'$ N., long. $117^{\circ} 05'$ E.

Details.—The reproduction below of a portion of chart No. 948 shows the necessary amendments with regard to rocks and shoals in the vicinity of Kaxisigan island.

Charts affected.—No. 948, Balabac strait.

„ 967, Palawan island.

Publication.—Eastern Archipelago Pilot, Part I, 1911, pages 116, 117.

Authority.—U.S.A. Government Chart. (H. 8196-20.)



Reproduction of Portion of Chart No. 948

Scale: 1 inch = 5 Sea Miles

RED SEA—EASTERN SHORE.

Hodeida Road—Amendments to Charts with regard to Shoals and Depths.

No. 26 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2040 of 1920), are republished:—

Former Notices.—Nos. 1175 and 2234 of 1919. (*This office Nos. 255 of 1919 and 34 of 1920.*)

Position.—North fort, lat. $14^{\circ} 47\frac{1}{2}'$ N, long. $42^{\circ} 55\frac{1}{2}'$ E.

Details.—The accompanying reproduction of portions of charts Nos. 14 and 143 shows the necessary amendments to those charts with regard to shoals and depths in Hodeida road consequent upon a recent survey.

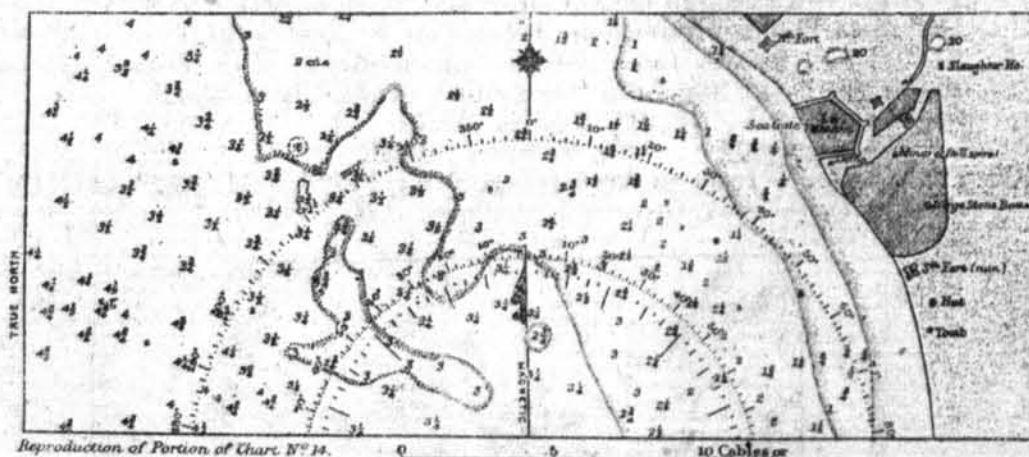
Remarks.—From the reproduction it will be observed that:

- (i) The one-fathom coral head referred to in former Notice No. 1175 of 1919 (*Calcutta Notice No. 255 of 1919*) does not exist.
- (ii) The buoy referred to in former Notice No. 2234 of 1919 (*Calcutta Notice No. 34 of 1920*) is no longer in position.

Charts affected.—No. 14, Plan of Hodeida road.
 „ 143, Jebel Teir to Perim island.
 „ 8d, Red sea—sheet IV.

Publication.—Red Sea, &c., Pilot, 1909, page 389; Revised Supplement (3), 1917.

Authority.—H. M. Surveying Vessel *Merlin*. (*H. 7685-20.*)



KOREA, SOUTH-EAST COAST.

Masampo Harbour Approaches—Amendments to Charts with regard to Shoals.

No. 27 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2041 of 1920), are republished:—

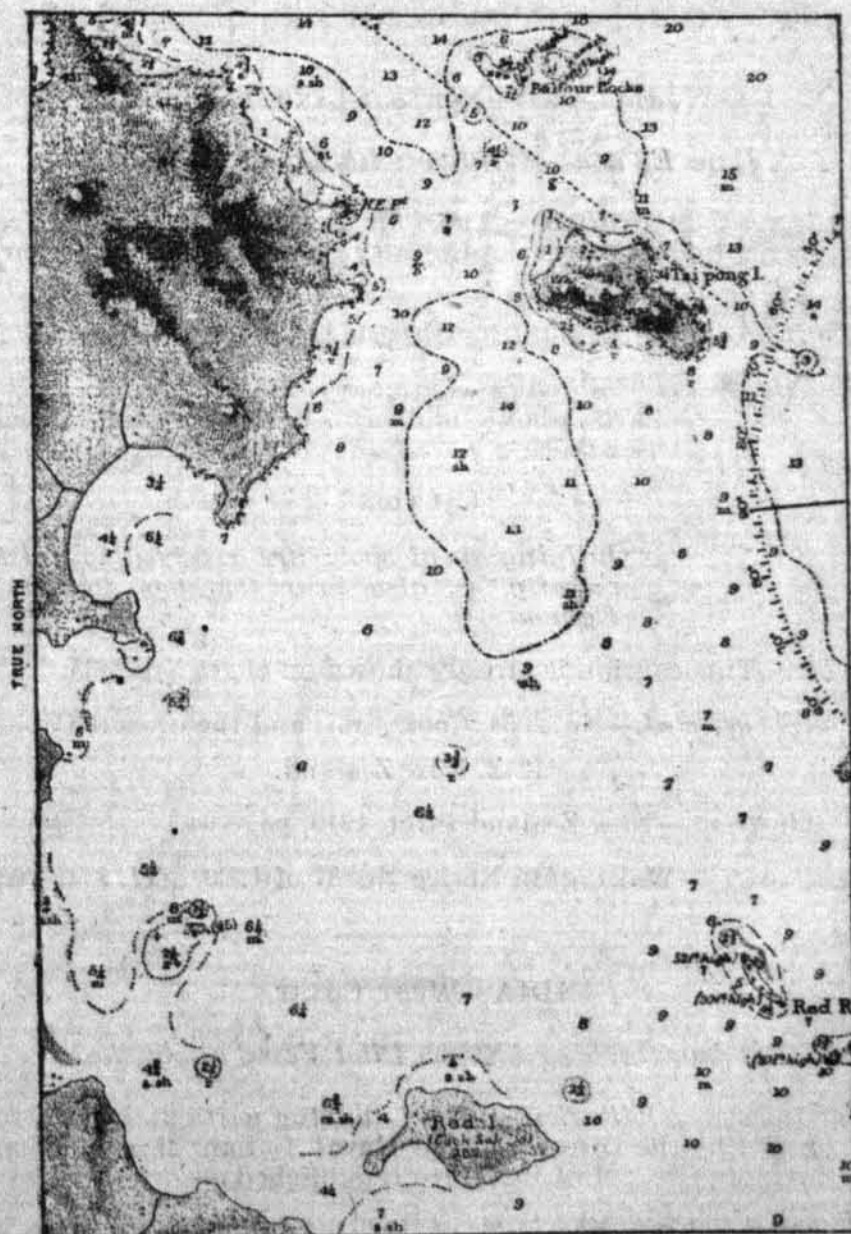
Position.—Tai pong island, lat. $35^{\circ} 01' N.$, long. $128^{\circ} 44\frac{1}{2}' E.$

Details.—Amendments to the charts with regard to shoals in the vicinity of Tai pong island, and north-westward of Red island, are shown on the accompanying reproduction of a portion of chart No. 1065.

Charts affected.—No. 1065, Masampo harbour and approaches.
 „ 3366, Fusan harbour to Port Hamilton.
 „ 358, Western coasts of Kinsiu and Honshū.
 „ 104, Korean archipelago—southern portion.

Publication.—E. C. Korea, &c., Pilot, 1913, pages 65, 66.

Authority.—Japanese Government Chart. (H. 8219-20.)



Reproduction of Portion of Chart No. 1065

Cables 10 5 0 Sea Miles

JAPAN—INLAND SEA, HARIMA NADA.

Shikama Light—Alteration in Character.

No. 28 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2048 of 1920), are republished:—

Position.—Lat. $34^{\circ} 47'$ N., long. $134^{\circ} 39\frac{1}{2}'$ E.

New Abridged description.—Lt. F., Gn., 34 ft., vis. 11 m.

Alteration.—The character of the light has been altered from fixed white to *fixed green*.

Remarks.—The visibility of the light is now 11 miles.

Charts affected.—No. 3566, Izumi nada and Harima nada.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publications—List of Lights, Part VI., 1920, No. 1939.
Japan Pilot, 1914, page 291.

Authority.—Tokyo, Department of Commerce, Notice No. 1529 of 1920. (H. 8418-20.)

NEW ZEALAND—NORTH ISLAND, WEST COAST.

Cape Egmont—Caution with regard to Shoals.

No. 29 (second publication) —The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2060 of 1920), are republished:—

Position.—Cape Egmont lighthouse, lat. $39^{\circ} 16\frac{1}{4}'$ S., long. $173^{\circ} 46'$ E.

Caution.—The following cautionary note is to be placed on the charts about midway between Cape Egmont and Opunake:—

“CAUTION”

“Outlying shoal spots are reported to exist in this vicinity as also near the shore to the N. of C. Egmont.”

Note.—This caution is already shown on chart No. 2535.

Charts affected.—No. 2054, Cook strait and the coast to Cape Egmont.
„ 1212, New Zealand.

Publication.—New Zealand Pilot, 1919, page 94.

Authority.—Wellington Notice No. 57 of 1920. (H. 8539-20.)

INDIA—WEST COAST.

Bombay Harbour—Steam Pilot Vessel established.

No. 30 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 2M of 1921), are republished:—

Former Notice.—No 75-M of 1920 (Admiralty No. 1168 of 1920.)
Calcutta Nos. 166 and 264 of 1920).

Date established.—4th January 1921.

Details.—A Steam Pilot Vessel (of the character and construction of a trawler) which will either cruise or station approximately on a line with Malabar Point in transit with Colaba Point has been established.

This Pilot Vessel during the day will display the usual Pilot Flag (a white and red horizontal) hoisted at the main and at night the lights as prescribed for Steam Pilot Vessels, *i.e.*, one bright white light at the Mast head and at a distance of 8 feet below, another red light visible all round the horizon at least 2 miles distance.

Note.—The Steam Pilot Vessel is painted white with a yellow funnel.

Remarks.—The present position of the Pilot Schooner as shewn on the Charts is to be expunged.

Charts affected.—No. 655, Port of Bombay.

„ 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

Publication.—West Coast of India Pilot, 1919, page 228.

Authority.—The Port Officer, Bombay, dated 30th December 1920.

PERSIAN GULF.

Ras al Mutaf—Derelict reported south-westward of.

No. 31 (second publication)—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 3-M of 1921), are republished:—

Details.—The Master of S.S. “Warina” reports having passed a derelict of capsized dhow, floating with her sides well out of water in the following position.

Position.—Lat. $27^{\circ} 43'$ N.

Long. $51^{\circ} 27'$ E.

Caution.—This derelict constitutes a danger to navigation.

Charts temporarily affected.—No. 2837b, Persian Gulf, western portion.

„ 748b, Indian Ocean, northern portion.

Authority.—The Port Officer, Bombay, dated 22nd December 1920.

CEYLON, SOUTH-EAST COAST.

Caution.—Report of a sunken buggalow.

No. 32 (second publication):—

Date sighted.—15th January 1921.

Subject.—The Master of the SS. “Culna” states in his Arrival Report, dated the 21st January 1921, that he passed a sunken buggalow in the following position.

Position.—Lat. $6^{\circ} 45'$ N., long. $81^{\circ} 56'$ E.

Charts affected.—No. 70, Bay of Bengal.

„ 828, Cape Comorin to Cocanada.

„ 813, Ceylon, south part.

Authority.—Master of the SS. “Culna.”

The 17th January 1921.

CHINA SEA—GULF OF SIAM, MALAY PENINSULA

Singora Light—Normal Characteristics resumed.

No. 20 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1965 of 1920), are republished :—

Former Notices.—Nos. 835, 1341 and 1748 of 1920. (*This office Nos. 186, 292 and 355 of 1920*)

Position.—On the summit of Pagoda hill.

Lat. $7^{\circ} 12\frac{1}{2}'$ N., long. $100^{\circ} 35\frac{1}{2}'$ E.

Description.—An occulting white light every thirty seconds.

Note.—The note "Irregular (1920)" against this light is to be expunged from the charts.

Charts affected.—No. 998, Pulo Kapas to Lakon roads, with plan.
" 2414, Gulf of Siam.

Publications.—List of Lights, Part VI., 1920, No. 1352.

China Sea Pilot Vol. III, 1912, page 123 Supplement No. 5, 1920.

Authority.—Bangkok Notice No. 197 of 1920. (H. 8065-20.)

CHINA, SOUTH-EAST COAST.

Canton River, Blenheim Reach—Caution with regard to Depths.

No. 21 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1980 of 1920), are republished :—

Position.—Flat island No. 1, lat. $23^{\circ} 04\frac{1}{2}'$ N., long. $113^{\circ} 28\frac{1}{2}'$ E.

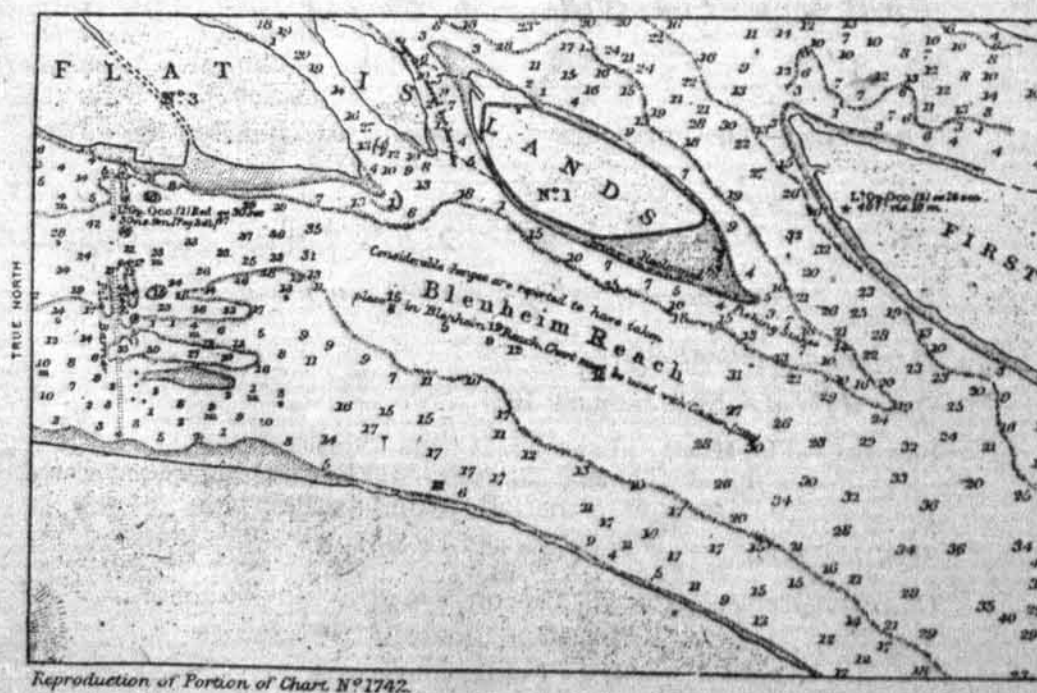
Caution.—Information has been received that considerable changes in depths have taken place in Blenheim reach. In consequence of these changes, correction to the charts as shown on the reproduction below of a portion of chart No. 1742, has been rendered necessary pending the receipt of further details.

Charts affected.—No. 1742, Chu kiang or Canton river—sheet IV.

" 3588, Canton river delta.

Publication.—China Sea Pilot, Vol. III, 1912, pages 458, 463.

Authority.—Canton Notice No. 156 of 1920. (H. 7979-20.)



JAPAN—KIUSIU, WEST COAST.

Sakitsu Ura Entrance and Approach—Existence of Shoals.

No. 22 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1989 of 1920), are re-published:—

(a) *Position*.—At a distance of $1\frac{2}{10}$ cables, 174° , from Koga se 73-foot rock, in the approach to Sakitsu ura.

Lat. $32^{\circ} 19' N.$, long. $129^{\circ} 57' E.$

Depth.— $1\frac{1}{2}$ fathoms (rock).

(b) *Position*.—At a distance of $3\frac{1}{2}$ cables, 200° , from the Δ near the 360-foot summit on Kurose saki, at the northern side of the entrance to Sakitsu ura.

Lat. $32^{\circ} 18' N.$, long. $129^{\circ} 59' E.$

Depth.— $6\frac{1}{2}$ fathoms (rock).

Charts affected.—No. 135, Plan of Sakitsu ura.

„ 836, Amakusa islands and Yatsushiro sea.

„ 358, Western coasts of Kiusiu and Honshū.

Publication.—Japan Pilot, 1914, page 444.

Authority.—Japanese Government Chart. (H. 8221/20.)

AUSTRALIA, NORTH COAST—CLARENCE STRAIT.

Howard Channel—Amended Positions of Light-Buoys.

No. 23 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2000 of 1920), are re-published:—

(1) Howard knoll light-buoy:

Position (approximate).—At a distance of about $7\frac{1}{2}$ cables southward of charted position.

Lat. $12^{\circ} 00' 30'' S.$, long. $131^{\circ} 18' 45'' E.$

Description.—A black can light buoy numbered “2,” exhibiting a group flashing red light.

(2) Rooper rock light-buoy:

Position.—At a distance of about $5\frac{1}{2}$ cables north-westward of charted position.

Lat. $12^{\circ} 04' 18'' S.$, long. $131^{\circ} 11' 00'' E.$

Description.—A red can light-buoy numbered “3,” exhibiting a group flashing white light.

Charts affected.—No. 1095, Clarence strait.

„ 613, Melville island, with Dundas and Clarence straits. (1).

Publication.—Australia Pilot, Vol. V., 1914, pages 96, 103, 104; Supplement No. 4, 1920.

Authority.—H. M. A. S. *Geranium*, Hyd. Note No. 1 of 1920. (H. 8119/20.)

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, FEBRUARY 16, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

C. B. BAYLEY,
*Deputy Secretary
to the Government of Bengal.*

CALCUTTA, the 10th February 1921.

CELEBES, SOUTH COAST—BUTON STRAIT, SOUTH ENTRANCE.

Buton Approach—Rock to be inserted on charts.

No. 44 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2097 of 1920), are republished:—

Position (approximate).—At a distance of about one mile eastward from the northern end of North island (Kada Tua).

Lat. $5^{\circ} 30' 45''$ S., long. $122^{\circ} 32' 40''$ E.

Description.—A rock with a depth of less than 6 feet.

Remarks.—This rock is already shown on charts Nos. 3616 and 942a.

Charts affected.—No. 3470, Buton strait.

„ 2759a, Australia—northern portion.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 471.

Authority.—Hydrographic Department. (H. 8291-20.)

CELEBES, SOUTH-EAST COAST—WANGI WANGI ISLAND.

Reitz Rock—To be removed from the charts.

No. 45 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2098 of 1920), are republished :—

Position.—At a distance of about 3 miles north-eastward from Wangi Wangi lighthouse.

Lat. $5^{\circ} 12' S.$, long. $123^{\circ} 34' E.$

Details.—The rock shown in the above position is to be expunged from the charts.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.

„ 942a, Eastern archipelago—sheet 3.

„ 2759a, Australia—northern portion.

„ 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 477.

Authority.—Hydrographic Department. (H. 8263-20.)

WIRELESS INFORMATION FOR NAVIGATIONAL PURPOSES.

No. 46 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2099 of 1920), are republished :—

Notice is given that full details of all

Wireless Time Signals,

Wireless Direction Finding Stations,

Wireless Meteorological Bulletins and

Wireless Storm Warnings

throughout the world will be published in the Admiralty List of Lights, 1921 (All Parts), now in the press.

The periodical republication in a Notice to Mariners of the above information *in extenso*, which has been the practice when additions or alterations are necessary, will cease. Amendments and additions only will in future be notified by a separate Notice to Mariners, as requisite in the same manner as corrections for the List of Lights.

Note.—The notice to Mariners on W/T Navigational Warnings will still continue to be issued separately.

Authority.—Hydrographic Department. (H. 8880-20.)

PERSIAN GULF ENTRANCE—MUSANDAM PENINSULA.

Perforated Rock—Correction to charts with reference to rock northward of.

No. 47 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2110 of 1920), are republished :—

Position.—Lat. $26^{\circ} 24\frac{1}{2}' N.$, long. $56^{\circ} 22\frac{1}{2}' E.$

Correction.—The 3-fathom rock in the above position is marked “E. D.” on some copies of the charts. The note is to be altered to read “P. D.”

Charts affected.—No. 753, Entrance to the Persian gulf.

„ 2837a, Persian gulf—eastern sheet.

Publication.—Persian Gulf Pilot, 1915, page 70.

Authority.—Hydrographic Department. (H. 8523-20.)

CELEBES, SOUTH-EAST COAST—TIGER ISLANDS.

Tanah Karompa—Amended western limit of surrounding reef; Detached reef north-westward of.

No. 48 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2111 of 1920), are republished:—

(1) Amended limit of reef:

Position.—Tanah Karompa, western end, lat. $7^{\circ} 16'$ S., long. $121^{\circ} 42'$ E.

Details.—The western limit of the reef, on the south-eastern edge of which Tanah Karompa is situated, lies 6 miles further westward than charted.

The western edge lies in a northerly and southerly direction, approximately along the meridian of longitude $121^{\circ} 29'$ E.

(2) Detached reef:

Position.—At a distance of about $1\frac{1}{2}$ miles northward from the north-western edge of the reef referred to in (1) above, and 2 miles south-eastward of Sungi Sangiang.

Lat. $7^{\circ} 09' 18''$ S., long. $121^{\circ} 28' 54''$ E.

Description.—A drying reef, about half a mile in extent.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.

„ 942a, Eastern archipelago—sheet 3.

„ 2759a, Australia—northern portion.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 321.

Authority.—Hague Notice No. 660 of 1920. (H. 2251-20.)

EASTERN ARCHIPELAGO—JAVA SEA.

Great Solombo Island (Masulembo Besar)—Non-existence of rock south-westward of.

No. 49 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2112 of 1920), are republished.—

Position.—At a distance of about 3 miles westward from the south-western point of Great Solombo island.

Lat. $5^{\circ} 35\frac{1}{2}'$ S., long. $114^{\circ} 21'$ E.

Details.—The rock with a depth of less than 6 feet, shown on the charts in the above position, does not exist and is to be expunged.

Charts affected.—No. 941b, Eastern archipelago—sheet 2.

„ 2759a, Australia—northern portion.

„ 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 184.

Authority.—Hague Notice No. 203 of 1920. (H. 1014-20.)

CHINA, EAST COAST.

Yang Tse Kiang, South Channel—Wreck dispersed; Light-buoy withdrawn.

No. 50 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2114 of 1920), are republished:—

Former Notice.—No. 474 of 1918. (This office No. to 42 of 1918.)

Position.—At a distance of about 2 miles northward from Kiu toan (61 feet high) beacon.

Lat. $31^{\circ} 17\frac{1}{2}'$ N., long. $121^{\circ} 44\frac{1}{2}'$ E.

Details.—The wreck of the S.S. *Poochi*, sunk in the year 1917 in the above position, has been dispersed, and the light-buoy formerly marking it withdrawn.

Remarks.—A considerable portion of the wreck remains embedded in the mud.

Note.—The wreck is to be expunged from the charts and the note “*Foul ground*” substituted.

Charts affected.—No. 1602, Approaches to the Yang tse Kiang.

1199, Kue shan islands to the Yang tse Kiang.

Authority.—Shanghai Notice No. 712 of 1920. (H. 8619-20.)

INDIA.

Alteration in Time of Wireless Weather Bulletins.

No. 51 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2116 of 1920), are republished:—

Former Notice.—No. 1879 of 1920.

The times of transmission of W-T weather bulletins, which are broadcasted twice daily from W-T stations on the Indian coast, have been altered as follows, in order to correspond with the periods of watch kept in the Indian ocean by vessels with only one operator:—

W-T Station.	Call Signal.	Time. (G.M.T.)*
Bombay	VWB	0100, 1300
Madras	VWM	
Rangoon	VTR	
Calcutta	VWC	0130, 1330
Karachi	VWK	
Port Blair	VTP	

*Civil mean time of the meridian of Greenwich.

The transmitting station will signal the “All Station” call five times before sending the messages, in order to give vessels an opportunity of correctly adjusting their instruments.

Schedule I (col. 3) of the former Notice quoted above should be amended accordingly.

Note.—This information will appear in the Admiralty List of Lights, 1921 (All Parts).

Publications.—W.C. India Pilot, 1919, page 74; Supplement No. 1, 1920. Bay of Bengal Pilot, 1910, pages 76, 77; Supplement No. 5, 1920.

Authority.—Government of India. (H. 8593-20.)

INDIA—BAY OF BENGAL.

Calcutta—Alteration in time of wireless time-signals.

No. 52 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2117 of 1920), are republished:—

Former Notice.—No. 316 of 1920.

The times of transmission of the W/T time-signals from Calcutta W/T station (VWC) have been altered to correspond with the periods of watch kept in the Indian ocean by vessels carrying only one operator, and these time-signals now immediately precede the W/T weather bulletin at 0130 and 1330 G.M.T. (civil mean time of the meridian of Greenwich).

Full information will be published when received.

Publication.—Bay of Bengal Pilot, 1910, page 306; Supplement No. 5, 1920.

Authority.—Government of India. (H. 8593/20.)

INDIA, WEST COAST—GOA COAST.

Marmagao breakwater light—Intended alteration in character.

No. 53 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2118 of 1920), are republished :—

Former Notice.—No. 717 of 1920. (*This office No. 157 of 1920.*)

Date of alteration.—Shortly.

Position.—On northern extremity of breakwater eastward of Marmagao point.

Lat. $15^{\circ} 25' N.$, long. $73^{\circ} 47\frac{1}{2}' E.$

New abridged description.—Lt. Occ., *W.R.G.*, 51 ft., vis. 6 m.

Alteration.—The character of the light will be altered from fixed with white, red and green sectors to *occulting*, with white, red and green sectors, every two seconds.

Remarks.—The limits and colour of the sectors will remain unaltered.

Note.—No further Notice will be given.

Charts affected.—No. 492, Aguada to St. George islands.

„ 740, Achra river to Cape Ramas.

Publication.—List of Lights, Part VI, 1920, No. 430.

Authority.—Harbour Master, Marmagao. (*H. 1515/20.*)

JAPAN—INLAND SEA, KURUSHIMA KAIKYO.

Shiroi Iwa—Light established.

No. 54 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2123 of 1920), are republished :—

Position.—On Shiroi iwa, the white rock 7 feet high, situated near the western shore of Kurushima kaikyo.

Lat. $34^{\circ} 06\frac{1}{4}' N.$, long. $132^{\circ} 55\frac{1}{4}' E.$

Abridged description.—(U) Lt. Occ., Red 32 ft., vis. 9 m.

Characteristics :

Character.—Occulting red every four seconds, thus :

Light.	eclipse.
2 sec.	2 sec.

Elevation.—32 feet.

Visibility.—9 miles.

Power.—80 candles.

Structure.—Red iron framework on concrete base.

Remarks.—The light is unwatched.

Charts affected.—No. 131, Kurushima no seto.

„ 83, Gogo shima to Miyo shima.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1920, No. 1957a.

Japan Pilot, 1914, page 330.

Authority.—Tokyo, Department of Communications; Notice No. 1641 of 1920. (*H. 8700-20.*)

INDIA—WEST COAST.

Bombay Approach—Caution with regard to fishing stakes.

No. 55 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 14M. of 1921), are republished :—

Former Notice—No. 155M. of 1920. (*This office No. 329 of 1920.*)

Position.—At a distance of about $9\frac{1}{2}$ miles 222° from Prong's Light-house.

Lat. $18^{\circ} 45\frac{1}{2}'$ N.

Long. $72^{\circ} 41'$ E.

Details.—Telegraphic information, dated 15th January 1921, has been received from the Master of S.S. *Gurna* that a group of fishing stakes exists in the above position, which stretches lengthwise in the direction of 118° towards Kundari Island.

Caution.—Mariners are warned to keep clear of these stakes, which are dangerous to navigation as they lie in the track of vessels approaching Bombay from the southward.

Charts affected.—No. 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrag.

Publication.—West Coast of India Pilot, 1919, page 224.

Authority.—The Port Officer, Bombay, dated 17th January 1921.

BAY OF BENGAL.

Caution—Danger to navigation.

No. 56 (first publication).—

Subject.—The Master of the S.S. *Gazania* reports having passed a stump of wood projecting 4 feet out of water apparently attached to a sunken weight.

Position.—Lat. $12^{\circ} 16'$ N., long. $90^{\circ} 25'$ E.

Remarks.—Mariners are hereby warned.

Chart affected.—No. 70, Bay of Bengal.

Authority.—Engineer and Harbour Master, Port Blair, telegram dated the 6th February 1921.

BAY OF BENGAL.

Caution—Report of a submerged wreckage.

No. 57 (first publication).—

Subject.—The Master of the S.S. "Surada" reports having passed a submerged wreckage in the following position.

Position.—Lat. $11^{\circ} 02'$ N., long. $88^{\circ} 31'$ E.

Caution.—Mariners are hereby warned.

Chart affected.—No. 70, Bay of Bengal.

Authority.—Shipping Officer, Port Blair, telegram dated 10th February 1921.

JAPAN—KIUSIU, SOUTH COAST, KAGOSIMA KAIWAN.

Sakura Sima—Extension to southward; Depths in vicinity.

No. 33 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2067 of 1920), are republished :—

Position.—Sakihanadaira Δ , lat. $31^{\circ} 33\frac{1}{2}'$ N., long. $130^{\circ} 42'$ E.

Details.—The accompanying reproduction of a portion of chart No. 372 shows the necessary corrections to that chart with regard to—

- (i) The extension of the lava bed in the south-eastern part of the island and the amended depths in the vicinity.
- (ii) Shoals in the vicinity of Kani Sima and Shin Sima, to the north-eastward of Sakura Sima.
- (iii) Amended height of Shin Sima.

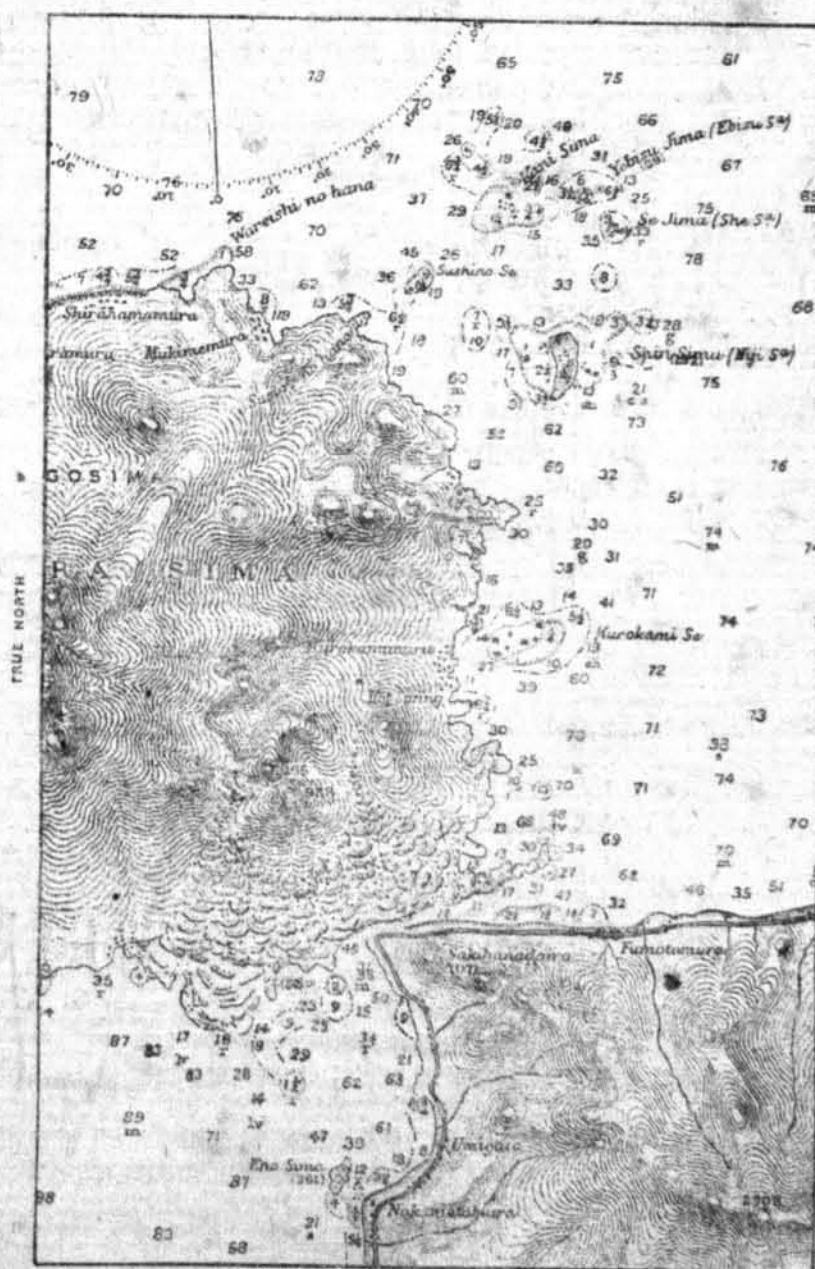
Charts affected.—No. 372, Kagosima Kaiwan,

„ 1648, Osumi kaikyo to O Shima.

„ 358, Western coasts of Kiusiu and Honshu.

Publication.—Japan Pilot, 1914, pages 414, 415, 418; Supplement No. 4, 1920.

Authority.—Japanese Government Chart. (H. 8218-20.)



Scale 1:100,000

JAPAN.

Shimonoseki Kaikyo—Non-existence of Wrecks.

No. 34 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2068 of 1920), are republished:—

(a) *Position*.—In Kita suido, at a distance of about 7 cables southward of Kushi zaki.

Lat. $33^{\circ} 58\frac{1}{2}'$ N., long. $130^{\circ} 59\frac{1}{2}'$ E.

Description.—Wreck (1908).

(b) *Position*.—In Hayatomo seto, at a distance of about 2 cables south-eastward of Dan no ura light.

Lat. $33^{\circ} 58\frac{1}{2}'$ N., long. $130^{\circ} 58'$ E.

Description.—Wreck (1917).

(c) *Position*.—At a distance of about $6\frac{1}{2}$ cables southward of flagstaff near Shimonoseki custom house.

Lat. $33^{\circ} 56\frac{1}{2}'$ N., long. $130^{\circ} 56\frac{1}{2}'$ E.

Description.—Wreck (1919).

(d) *Position*.—At a distance of about $1\frac{1}{2}$ cables south-eastward of Ganryu jima (41-foot) Δ

Lat. $33^{\circ} 56'$ N. long. $130^{\circ} 55\frac{3}{4}'$ E.

Description.—Wreck (1919).

(e) *Position*.—At a distance of $1\frac{1}{2}$ cables north-eastward of Deshimach bana.

Lat. $33^{\circ} 55\frac{3}{4}'$ N., long. $130^{\circ} 55\frac{1}{2}'$ E.

Description.—Wreck (1919).

(f) *Position*.—At a distance of about $2\frac{1}{2}$ cables south-eastward of Kanenotsuru misaki.

Lat. $33^{\circ} 54\frac{1}{2}'$ N., long. $130^{\circ} 54\frac{1}{2}'$ E.

Description.—Wreck marked by buoy.

(g) *Position*.—At a distance of about 4 cables westward of Kaza zi.

Lat. $33^{\circ} 56'$ N., long. $130^{\circ} 52'$ E.

Description.—Wreck.

Charts affected.—No. 3114, Moji and Shimonoseki ko. (c), (d) and (e).

„ 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

(a), (b).

„ 127, Hirado kaikyo to Shimonoseki kaikyo.

(g).

Authority.—Japanese Government Chart. (H. 5391-20.)

JAPAN—KIUSIU, NORTH-WEST COAST.

Omura Wan entrance—Buoy established.

No. 35 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2069 of 1920), are republished:—

Position.—At a distance of $1\frac{5}{10}$ miles, 47° , from Shira se lighthouse.

Lat. $33^{\circ} 06\frac{1}{2}'$ N., long. $129^{\circ} 39'$ E.

Description.—A red conical buoy painted in black and red horizontal bands.

Remarks.—This buoy marks the edge of the reef which extends westward from the shore northward of Kogo zaki.

Charts affected.—No. 2387, Io jima to Madara jima.

„ 359, Nagasaki to Karatsu, with the Goto islands.

Publication.—Japan Pilot, 1914, pages 505, 508.

Authority.—Tokyo Notice No. 273 of 1920. (H. 8652-20.)

JAPAN—HONSHŪ, SOUTH COAST, ISE NO UMI.

Toga Se light-buoy—Amended position.

No. 36 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2077 of 1920), are republished :—

Position.—At a distance of about three-quarters of a mile southward from charted position, and $2\frac{1}{2}$ miles south-westward from Oni ga saki.

Lat. $34^{\circ} 52' 24''$ N., long. $136^{\circ} 47' 17''$ E.

Description.—A red can light-buoy named "Toga se," with group flashing white light.

Charts affected.—No. 952, Owashi wan to Atsumi wan.

„ 996, Kii suido to Tokyo.

Publication.—Japan Pilot, 1914, page 171.

Authority.—Tokyo Notice No. 278 of 1920. (H. 8656-20.)

JAPAN—KIUSIU, WEST COAST, NAGASAKI APPROACH.

Hira se—Beacon destroyed.

No. 37 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2078 of 1920), are republished :—

Position.—Lat. $32^{\circ} 43'$ N., long. $129^{\circ} 46\frac{3}{4}'$ E.

Details.—Hira se beacon, which has been destroyed and will not be replaced, is to be expunged from the charts.

Charts affected.—No. 2415, Approach to Nagasaki harbour.

„ 359, Nagasaki to Karatsu, with the Goto islands.

„ 358, Western coasts of Kiusiu and Honshu.

„ 3480, Shantung promontory to Nagasaki.

Publication.—Japan Pilot, 1914, page 462.

Authority.—Tokyo, Department of Communications, Notice No. 1615 of 1920. (H. 8695-20.)

JAPAN—GULF OF OSAKA.

Osaka breakwater lights—Alteration in characteristics.

No. 38 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2079 of 1920), are republished :—

(1) North breakwater :

Position.—On the outer end of the north breakwater,

Lat. $34^{\circ} 38\frac{1}{2}'$ N., long. $135^{\circ} 23\frac{1}{2}'$ E.

New abridged description.—(U) Lt. Occ., 36 ft., vis. 11 m.

Details.—The flashing white light has been replaced by a light having the undermentioned characteristics :—

Character.—Occulting white every four seconds, thus :

Light.	eclipse
2 sec.	2 sec.

Elevation.—36 feet.

Visibility.—11 miles.

Power.—1,300 candles.

Structure.—White hexagonal iron tower, 26 feet in height.

Remarks.—The light is unwatched.

(2) South breakwater :

Position.—On the outer end of the south breakwater.*New abridged description*.—Lt. Occ., *Red*, 36 ft., vis. 11 m. (U).*Details*.—The fixed white light has been replaced by a light having the undermentioned characteristics :—*Character*.—Occulting red every four seconds, thus :

Light.	eclipse.
2 sec.	2 sec.

Elevation.—36 feet.*Visibility*.—11 miles.*Power*.—520 candles.*Structure*.—Red hexagonal tower, 26 feet in height.*Remarks*.—The light is unwatched.*Charts affected*.—No. 16, Kobe and Osaka.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of lights, Part VI., 1920, Nos. 1997, 1998.

Japan Pilot, 1914, pages 274, 275.

Authority.—Tokyo, Department of Communications, Notice No. 1640 of 1920. (H. 8699-20.)

JAPAN—HONSHŪ, WEST COAST.

Oki Islands (Oki Retto)—*Existence of rocks**No. 39 (second publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2080 of 1920), are republished :—(a) *Position*.—At a distance of about 1½ miles westward from the western extremity of Omori island.

Lat. 36° 07' 40" N., long. 133° 07' 50" E.

Depth.—2 fathoms.(b) *Position*.—At a distance of about half a mile eastward from (a).

Lat. 36° 07' 25" N., long. 133° 08' 30" E.

Depth.—5 fathoms.(c) *Position*.—Off the western extremity of Matsu sima.

Lat. 36° 05' 45" N., long. 133° 08' 30" E.

Depth.—4 fathoms.(d) *Position*.—Off the south-eastern side of Naka'no shima.

Lat. 36° 03' 00" N., long. 133° 06' 20" E.

Depth.—9 fathoms.*Charts affected*.—No. 1495, A'buratani bay to Ando zaki.

„ 2347, Honshu, Kiusiu and Shikoku, etc. (a).

Publication.—Japan Pilot, 1914, page 607.*Authority*.—Tokyo Notice No. 269 of 1920. (H. 8651-20.)

JAVA, NORTH COAST.

Semarang Bay—*Non-existence of reported shoal*.*No. 40 (second publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2088 of 1920), are republished :—*Position*.—At a distance of 2½ miles, 14°, from Semarang lighthouse.

Lat. 6° 55' S., long. 110° 24½' E.

Description.—A 3-fathom shoal, marked "*Repd. (1919)*" on charts.*Note*.—The shoal is to be expunged from the charts.*Charts affected*.—No. 932, Plan of Semarang bay.

„ 1653, Island of Java—western portion.

Publication.—Eastern Archipelago Pilot, Part II. 1913. page 117; Supplement No. 4. 1919.

Authority.—Netherlands Government Chart. (H. 8450-20.)

INDIA—WEST COAST.

Bombay Approach—Derelict reported.

No. 41 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 9M. of 1921), are republished :—

Date sighted. 12th January 1921.

Position.—Lat. $18^{\circ} 07' N.$, long. $72^{\circ} 50\frac{1}{2}' E.$

Details.—The Master of SS. "Nirvana" reports having passed a derelict of a fishing boat in 22 fathoms of water, shewing white flag on pole, mast in water, secured astern.

Charts temporarily affected.—No. 738, Kundari Island to Boria Pagoda.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

Authority.—The Port Officer, Bombay, dated 13th January 1921.

AUSTRALIA—SOUTH COAST—SPENCER GULF.

Wardang Island light—Amendment to Notice No. 19 of 1921 re position of light.

No. 42 (second publication).—

Subject.—The undermentioned position is to be substituted for that given in Notice to Mariners No. 19 of 1921.

Position.—On the summit of Wardang Island (107 ft.), at a distance of $6\frac{1}{2}$ cables, 325° (N. 40° W. Mag.), from the position shown on chart No. 752.

Lat. $34^{\circ} 30' S.$; Long. $137^{\circ} 21' E.$

Variation.— $5^{\circ} E.$

Charts affected.—No. 752, Port Victoria.

„ 2389, St. Vincent and Spencer Gulfs.

Authority.—Melbourne Notice No. 27 of 1920.

BAY OF BENGAL—CHITTAGONG COAST.

South Patches light-vessel "Sarsuti"—Replaced in position.

No. 43-I (second publication).—

Former Notice.—No. 366-I. of 1920.

Subject.—The South Patches light-vessel "Sarsuti" will be replaced in position on the 7th February 1921.

Position.—Lat. $21^{\circ} 29' N.$, long. $91^{\circ} 37' E.$

Charts affected.—No. 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

Publications.—List of lights, Part VI, 1920, No. 630.

Bay of Bengal Pilot, 1910, page 329.

Authority.—Port Officer, Chittagong. Notice dated 27th January 1921.

The 21st January 1921.

JAVA, NORTH COAST—MADURA STRAIT.

Gili Genting—Light established; Buoy withdrawn.

No. 24 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2032 of 1920), are republished:—

Position.—On the outer edge of the reef extending from the western shore of Gili Genting.

Lat. $7^{\circ} 11' 42''$ S., long. $113^{\circ} 52' 45''$ E.

Abridged description.—Lt. F., 39 ft., vis. 10 m.

Characteristics:

Character.—Fixed white.

Elevation.—39 feet.

Visibility.—10 miles.

Structure.—Iron framework.

Remarks.—The white conical buoy shown on the chart at a distance of about 7 cables southward from the above position has been removed.

Charts affected.—No. 934, Plan of Sapudi strait.

„ 1654, Island of Java—eastern portion.

„ 941 $\frac{1}{2}$, Eastern archipelago—sheet 2.

Publications.—List of Lights, Part VI, 1920, No. 920a.

Eastern Archipelago Pilot, Part II, 1913, page 167.

Authority.—Hague Notice No. 2407 of 1920. (H. 8451-20.)

CHINA SEA—NORTH BALABAC STRAIT.

Kaxisigan Island—Off-lying Rocks and Shoals.

No. 25 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2033 of 1920), are republished:—

Position.—Kaxisigan island, lat. $8^{\circ} 05\frac{1}{2}'$ N., long. $117^{\circ} 05'$ E.

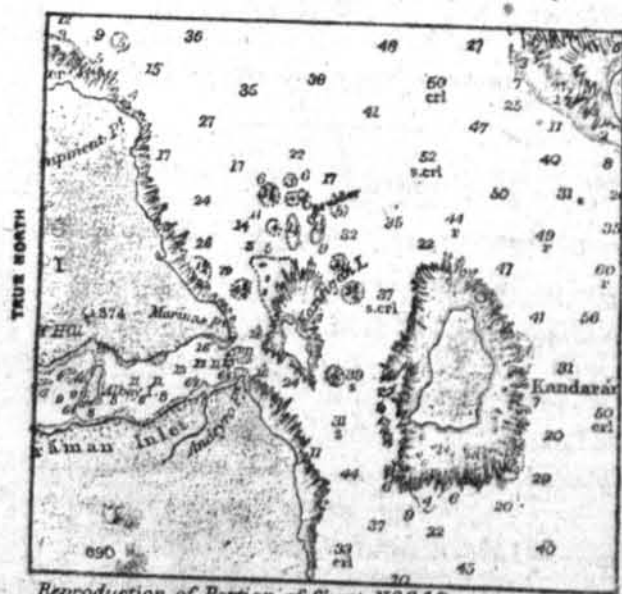
Details.—The reproduction below of a portion of chart No. 948 shows the necessary amendments with regard to rocks and shoals in the vicinity of Kaxisigan island.

Charts affected.—No. 948, Balabac strait.

„ 967, Palawan island.

Publication.—Eastern Archipelago Pilot, Part I, 1911, pages 116, 117.

Authority.—U.S.A. Government Chart. (H. 8196-20.)



Reproduction of Portion of Chart No. 948

Scale: 1 Sea Mile

RED SEA—EASTERN SHORE.

Hodeida Road—Amendments to Charts with regard to Shoals and Depths.

No. 26 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2040 of 1920), are republished:—

Former Notices.—Nos. 1175 and 2234 of 1919. (*This office Nos. 255 of 1919 and 34 of 1920.*)

Position.—North fort, lat. $14^{\circ} 47\frac{1}{2}'$ N., long. $42^{\circ} 55\frac{1}{2}'$ E.

Details.—The accompanying reproduction of portions of charts Nos. 14 and 143 shows the necessary amendments to those charts with regard to shoals and depths in Hodeida road consequent upon a recent survey.

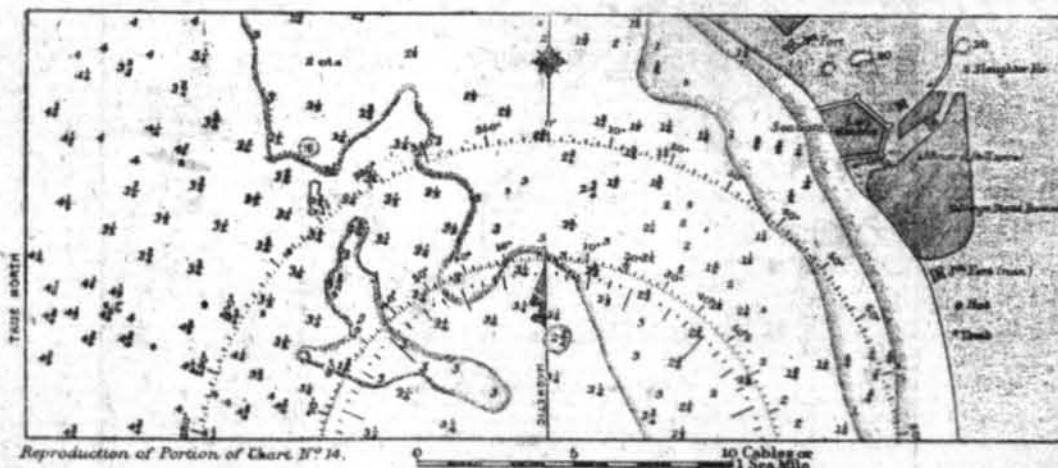
Remarks.—From the reproduction it will be observed that:

- (i) The one-fathom coral head referred to in former Notice No. 1175 of 1919 (*Calcutta Notice No. 255 of 1919*) does not exist.
- (ii) The buoy referred to in former Notice No. 2234 of 1919 (*Calcutta Notice No. 34 of 1920*) is no longer in position.

Charts affected.—No. 14, Plan of Hodeida road.
 „ 143, Jebel Teir to Perim island.
 „ 8d, Red sea—sheet IV.

Publication.—Red Sea, &c., Pilot, 1909, page 389; Revised Supplement (3), 1917.

Authority.—H. M. Surveying Vessel *Merlin*. (*H. 7685-20.*)



KOREA, SOUTH-EAST COAST.

Masampo Harbour Approaches—Amendments to Charts with regard to Shoals.

No. 27 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2041 of 1920), are republished:—

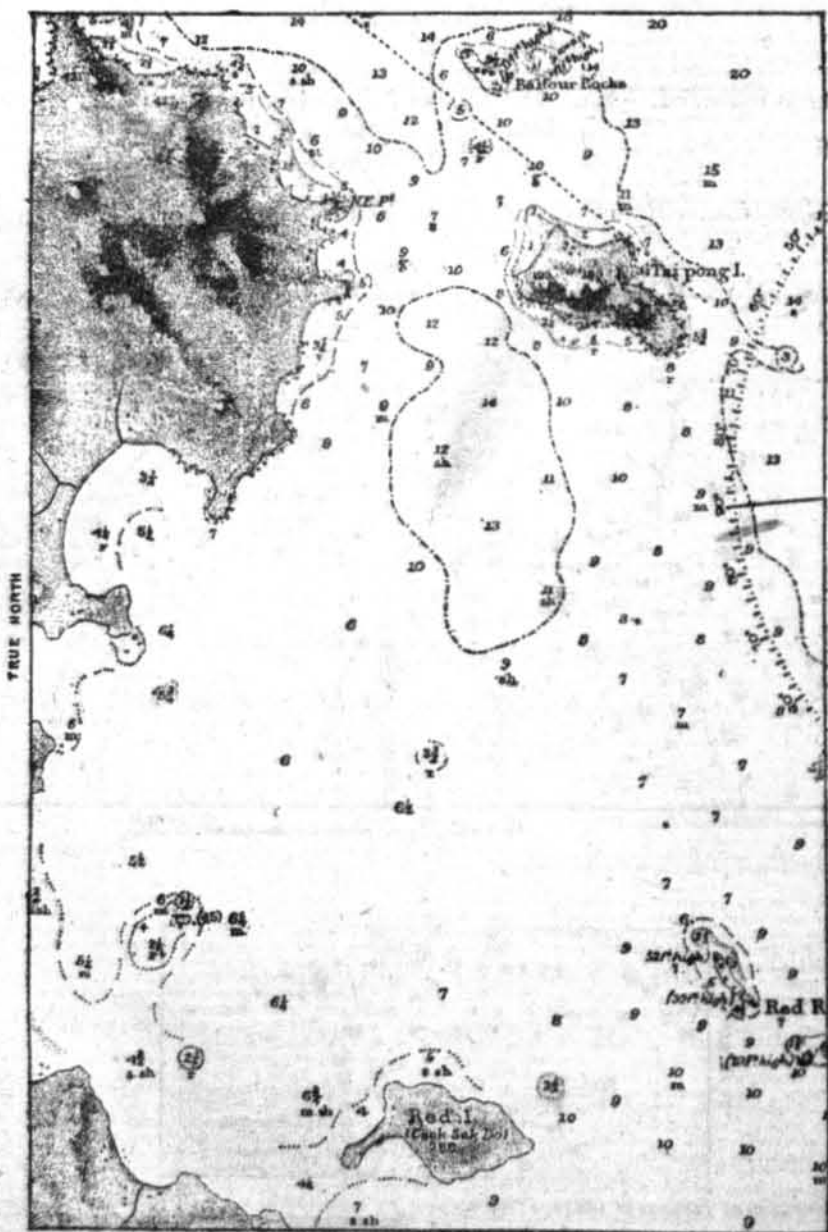
Position.—Tai pong island, lat. $35^{\circ} 01' N.$, long. $128^{\circ} 44\frac{1}{2}' E.$

Details.—Amendments to the charts with regard to shoals in the vicinity of Tai pong island, and north-westward of Red island, are shown on the accompanying reproduction of a portion of chart No. 1065.

Charts affected.—No. 1065, Masampo harbour and approaches.
 „ 3366, Fusan harbour to Port Hamilton.
 „ 358, Western coasts of Kiusiu and Honshū.
 „ 104, Korean archipelago—southern portion.

Publication.—E. C. Korea, &c., Pilot, 1913, pages 65, 66.

Authority.—Japanese Government Chart. (*H. 8219-20.*)



Reproduction of Portion of Chart No. 1065

Cables 10 5 0 Sea Mile

JAPAN—INLAND SEA, HARIMA NADA.

Shikama Light—Alteration in Character.

No. 28 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2048 of 1920), are republished:—

Position.—Lat. $34^{\circ} 47'$ N., long. $134^{\circ} 39\frac{1}{2}'$ E.

New Abridged description.—Lt. F., Gn., 34 ft., vis. 11m.

Alteration.—The character of the light has been altered from fixed white to fixed green.

Remarks.—The visibility of the light is now 11 miles.

Charts affected.—No. 3566, Izumi nada and Harima nada.
„ 2875, Naikai (Seto uchi) or Inland sea.

Publications—List of Lights, Part VI., 1920, No. 1989.
Japan Pilot, 1914, page 291.

Authority.—Tokyo, Department of Commerce, Notice No. 1529 of 1920. (H. 8418-20.)

NEW ZEALAND—NORTH ISLAND, WEST COAST.

Cape Egmont—Caution with regard to Shoals.

No. 29 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2060 of 1920), are republished:—

Position.—Cape Egmont lighthouse, lat. $39^{\circ} 16\frac{1}{2}'$ S., long. $173^{\circ} 46'$ E.

Caution.—The following cautionary note is to be placed on the charts about midway between Cape Egmont and Opunake:—

“ CAUTION ”

“Outlying shoal spots are reported to exist in this vicinity as also near the shore to the N. of C. Egmont.”

Note.—This caution is already shown on chart No. 2535.

Charts affected.—No. 2054, Cook strait and the coast to Cape Egmont.
„ 1212, New Zealand.

Publication.—New Zealand Pilot, 1919, page 94.

Authority.—Wellington Notice No. 57 of 1920. (H. 8539-20.)

INDIA—WEST COAST.

Bombay Harbour—Steam Pilot Vessel established.

No. 30 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 2M of 1921), are republished:—

Former Notice.—No 75-M of 1920 (Admiralty No. 1168 of 1920.)
Calcutta Nos. 166 and 264 of 1920).

Date established.—4th January 1921.

Details.—A Steam Pilot Vessel (of the character and construction of a trawler) which will either cruise or station approximately on a line with Malabar Point in transit with Colaba Point has been established.

This Pilot Vessel during the day will display the usual Pilot Flag (a white and red horizontal) hoisted at the main and at night the lights as prescribed for Steam Pilot Vessels, *i.e.*, one bright white light at the Mast head and at a distance of 8 feet below, another red light visible all round the horizon at least 2 miles distance.

Note.—The Steam Pilot Vessel is painted white with a yellow funnel.

Remarks.—The present position of the Pilot Schooner as shewn on the Charts is to be expunged.

Charts affected.—No. 655, Port of Bombay.

„ 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

Publication.—West Coast of India Pilot, 1919, page 228.

Authority.—The Port Officer, Bombay, dated 30th December 1920.

PERSIAN GULF.

Ras al Mutaf—Derelict reported south-westward of.

No. 31 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 3-M of 1921), are republished :—

Details.—The Master of S.S. “Warina” reports having passed a derelict of capsized dhow, floating with her sides well out of water in the following position.

Position.—Lat. $27^{\circ} 43' N.$

Long. $51^{\circ} 27' E.$

Caution.—This derelict constitutes a danger to navigation.

Charts temporarily affected.—No. 2837b, Persian Gulf, western portion.

„ 748b, Indian Ocean, northern portion.

Authority.—The Port Officer, Bombay, dated 22nd December 1920.

CEYLON, SOUTH-EAST COAST.

Caution.—Report of a sunken buggalow.

No. 32 (third publication):—

Date sighted.—15th January 1921.

Subject.—The Master of the SS. “Culna” states in his Arrival Report, dated the 21st January 1921, that he passed a sunken buggalow in the following position.

Position.—Lat. $6^{\circ} 45' N.$, long. $81^{\circ} 56' E.$

Charts affected.—No. 70, Bay of Bengal.

„ 828, Cape Comorin to Cocanada.

„ 813, Ceylon, south part.

Authority.—Master of the SS. “Culna.”

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer, Calcutta.



The Calcutta Gazette

WEDNESDAY, FEBRUARY 23, 1921.

APPENDIX.

NOTICE TO MARINERS.

The following Notice is republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

C. B. BAYLEY,
*Deputy Secretary
to the Government of Bengal.*

CALCUTTA, the 16th February 1921.

INDIA—WEST COAST.

Kasaragode—Derelict reported south-westward of.

*No. 58 (first publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 18M. of 1921), are republished:—

Date sighted, 23rd January 1921.

*Position.—*Lat. $14^{\circ} 10' N.$

Long. $74^{\circ} 25' E.$

*Details.—*The Master of S.S. "Indravati" reports having seen a derelict of a country craft, drifting between Honawar and Modeshwar.

*Caution.—*Mariners are hereby warned accordingly.

*Charts temporarily affected.—*No. 744, Cape Ramas to Alvagudda.
" 827, Vengurla to Cape Comorin.
" 826, Karachi to Vengurla.
" 748b, Indian Ocean, northern portion.

*Authority.—*The Port Officer, Bombay, dated 1st February 1921.

The 10th February 1921.

CELEBES, SOUTH COAST—BUTON STRAIT, SOUTH ENTRANCE.

Buton Approach—Rock to be inserted on charts.

*No. 44 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2007 of 1920), are republished :—

*Position (approximate).—*At a distance of about one mile eastward from the northern end of North island (Kada Tua).

Lat. $5^{\circ} 30' 45''$ S., long. $122^{\circ} 32' 40''$ E.

*Description.—*A rock with a depth of less than 6 feet.

*Remarks.—*This rock is already shown on charts Nos. 3616 and 942a.

*Charts affected.—*No. 3470, Buton strait.

„ 2759a, Australia—northern portion.

*Publication.—*Eastern Archipelago Pilot, Part II, 1913, page 471.

*Authority.—*Hydrographic Department. (H. 8291-20.)

CELEBES, SOUTH-EAST COAST—WANGI WANGI ISLAND.

Reitz Rock—To be removed from the charts.

*No. 45 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2098 of 1920), are republished :—

*Position.—*At a distance of about 3 miles north-eastward from Wangi Wangi lighthouse.

Lat. $5^{\circ} 12'$ S., long. $123^{\circ} 34\frac{1}{2}'$ E.

*Details.—*The rock shown in the above position is to be expunged from the charts.

*Charts affected.—*No. 3616, Tomori gulf to Salayar strait.

„ 942a, Eastern archipelago—sheet 3.

„ 2759a, Australia—northern portion.

„ 1263, China sea.

*Publication.—*Eastern Archipelago Pilot, Part II, 1913, page 477.

*Authority.—*Hydrographic Department. (H. 8263-20.)

WIRELESS INFORMATION FOR NAVIGATIONAL PURPOSES.

*No. 46 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2099 of 1920), are republished :—

Notice is given that full details of all

Wireless Time Signals,

Wireless Direction Finding Stations,

Wireless Meteorological Bulletins and

Wireless Storm Warnings

throughout the world will be published in the Admiralty List of Lights, 1921 (All Parts), now in the press.

The periodical republication in a Notice to Mariners of the above information *in extenso*, which has been the practice when additions or alterations are necessary, will cease. Amendments and additions only will in future be notified by a separate Notice to Mariners, as requisite in the same manner as corrections for the List of Lights.

*Note.—*The notice to Mariners on W/T Navigational Warnings will still continue to be issued separately.

*Authority.—*Hydrographic Department. (H. 8880-20.)

PERSIAN GULF ENTRANCE—MUSANDAM PENINSULA.

Perforated Rock—Correction to charts with reference to rock northward of.

No. 47 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2110 of 1920), are republished:—

Position.—Lat. $26^{\circ} 24\frac{1}{2}'$ N., long. $56^{\circ} 22\frac{1}{2}'$ E.

Correction.—The 3-fathom rock in the above position is marked "E. D." on some copies of the charts. The note is to be altered to read "P. D."

Charts affected.—No. 753, Entrance to the Persian gulf.
 „ 2837a, Persian gulf—eastern sheet.

Publication.—Persian Gulf Pilot, 1915, page 70.

Authority.—Hydrographic Department. (H. 8523-20.)

CELEBES, SOUTH-EAST COAST—TIGER ISLANDS.

Tanah Karompa—Amended western limit of surrounding reef; Detached reef north-westward of.

No. 48 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2111 of 1920), are republished:—

(1) Amended limit of reef:

Position.—Tanah Karompa, western end, lat. $7^{\circ} 16'$ S., long. $121^{\circ} 42'$ E.

Details.—The western limit of the reef, on the south-eastern edge of which Tanah Karompa is situated, lies 6 miles further westward than charted.

The western edge lies in a northerly and southerly direction, approximately along the meridian of longitude $121^{\circ} 29'$ E.

(2) Detached reef:

Position.—At a distance of about $1\frac{1}{4}$ miles northward from the north-western edge of the reef referred to in (1) above, and 2 miles south-eastward of Sengi Sangiang.

Lat. $7^{\circ} 09' 18''$ S., long. $121^{\circ} 28' 54''$ E.

Description.—A drying reef, about half a mile in extent.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.
 „ 942a, Eastern archipelago—sheet 3.
 „ 2759a, Australia—northern portion.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 321.

Authority.—Hague Notice No. 660 of 1920. (H. 2251-20.)

EASTERN ARCHIPELAGO—JAVA SEA.

Great Solombo Island (Masalembo Besar)—Non-existence of rock south-westward of.

No. 49 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2112 of 1920), are republished:—

Position.—At a distance of about 3 miles westward from the south-western point of Great Solombo island.

Lat. $5^{\circ} 35\frac{1}{2}'$ S., long. $114^{\circ} 21'$ E.

Details.—The rock with a depth of less than 6 feet, shown on the charts in the above position, does not exist and is to be expunged.

Charts affected.—No. 941b, Eastern archipelago—sheet 2.
 „ 2759a, Australia—northern portion.
 „ 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 184.

Authority.—Hague Notice No. 203 of 1920. (*H.* 1014-20).

CHINA, EAST COAST.

Yang Tse Kiang, South Channel—Wreck dispersed; Light-buoy withdrawn.

No. 50 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2114 of 1920), are republished :—

Former Notice.—No. 474 of 1918. (*This office No. to 42 of 1918.*)

Position.—At a distance of about 2 miles northward from Kiu toan (61 feet high) beacon.

Lat. $31^{\circ} 17\frac{1}{2}'$ N., long. $121^{\circ} 44\frac{1}{4}'$ E.

Details.—The wreck of the S.S. *Poochi*, sunk in the year 1917 in the above position, has been dispersed, and the light-buoy formerly marking it withdrawn.

Remarks.—A considerable portion of the wreck remains embedded in the mud.

Note.—The wreck is to be expunged from the charts and the note “*Foul ground*” substituted.

Charts affected.—No. 1602, Approaches to the Yang tse Kiang.

„ 1199, Kue shan islands to the Yang tse Kiang.

Authority.—Shanghai Notice No. 712 of 1920. (*H.* 8619-20.)

INDIA.

Alteration in Time of Wireless Weather Bulletins.

No. 51 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2116 of 1920), are republished :—

Former Notice.—No. 1879 of 1920.

The times of transmission of W-T weather bulletins, which are broadcasted twice daily from W-T stations on the Indian coast, have been altered as follows, in order to correspond with the periods of watch kept in the Indian ocean by vessels with only one operator :—

W-T Station.			Call Signal.	Time. (G.M.T.)*
Bombay	VWB	0100, 1300
Madras	...	...	VWM
Rangoon	...	...	VTR
Calcutta	VWC	0130, 1330
Karachi	...	...	VWK
Port Blair	...	...	VTP

*Civil mean time of the meridian of Greenwich

The transmitting station will signal the "All Station" call five times before sending the messages, in order to give vessels an opportunity of correctly adjusting their instruments.

Schedule I (col. 3) of the former Notice quoted above should be amended accordingly.

Note.—This information will appear in the Admiralty List of Lights, 1921 (All Parts).

Publications.—W.C. India Pilot, 1919, page 74; Supplement No. 1, 1920, Bay of Bengal Pilot, 1910, pages 76, 77; Supplement No. 5, 1920.

Authority.—Government of India. (H. 8593-20.)

INDIA—BAY OF BENGAL.

Calcutta—Alteration in time of wireless time-signals.

No. 52 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2117 of 1920), are republished:—

Former Notice.—No. 316 of 1920.

The times of transmission of the W/T time-signals from Calcutta W/T station (VWC) have been altered to correspond with the periods of watch kept in the Indian ocean by vessels carrying only one operator, and these time-signals now immediately precede the W/T weather bulletin at 0130 and 1330 G.M.T. (civil mean time of the meridian of Greenwich).

Full information will be published when received.

Publication.—Bay of Bengal Pilot, 1910, page 306; Supplement No. 5, 1920.

Authority.—Government of India. (H. 8593/20.)

INDIA, WEST COAST—GOA COAST.

Marmagao breakwater light—Intended alteration in character.

No. 53 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2118 of 1920), are republished:—

Former Notice.—No. 717 of 1920. (This office No. 157 of 1920.)

Date of alteration.—Shortly.

Position.—On northern extremity of breakwater eastward of Marmagao point.

Lat. $15^{\circ} 25' N.$, long. $73^{\circ} 47\frac{1}{2}' E.$

New abridged description.—Lt. Occ., W.R.G., 51 ft., vis. 6 m.

Alteration.—The character of the light will be altered from fixed with white, red and green sectors to *occulting*, with white, red and green sectors, every two seconds.

Remarks.—The limits and colour of the sectors will remain unaltered.

Note.—No further Notice will be given.

Charts affected.—No. 492, Aguada to St. George islands.

„ 740, Achra river to Cape Ramas.

Publication.—List of Lights, Part VI, 1920, No. 430.

Authority.—Harbour Master, Marmagao. (H. 1515/20.)

JAPAN—INLAND SEA, KURUSHIMA KAIKYO.

Shiroi Iwa—Light established.

No. 54 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2123 of 1920), are republished :—

Position.—On Shiroi iwa, the white rock 7 feet high, situated near the western shore of Kurushima kaikyo.

Lat. $34^{\circ} 06\frac{1}{2}'$ N., long. $132^{\circ} 55\frac{1}{2}'$ E.

Abridged description.—(U) Lt. Occ., Red 32 ft., vis. 9 m.

Characteristics :

Character.—Occulting red every four seconds, thus :

Light.	eclipse.
2 sec.	2 sec

Elevation.—32 feet.

Visibility.—9 miles.

Power.—80 candles.

Structure.—Red iron framework on concrete base.

Remarks.—The light is unwatched.

Charts affected.—No. 131, Kurushima no seto.

„ 83, Gogo shima to Miyo shima.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1920, No. 1957a.

Japan Pilot, 1914, page 330.

Authority.—Tokyo, Department of Communications, Notice No. 1641 of 1920. (H. 8700-20.)

INDIA—WEST COAST.

Bombay Approach—Caution with regard to fishing stakes.

No. 55 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 14M. of 1921), are republished :—

Former Notice—No. 155M. of 1920. (This office No. 329 of 1920.)

Position.—At a distance of about $9\frac{1}{2}$ miles 222° from Prong's Light-house.

Lat. $18^{\circ} 45\frac{1}{2}'$ N.

Long. $72^{\circ} 41'$ E.

Details.—Telegraphic information, dated 15th January 1921, has been received from the Master of S.S. *Gurna* that a group of fishing stakes exists in the above position, which stretches lengthwise in the direction of 118° towards Kundari Island.

Caution.—Mariners are warned to keep clear of these stakes, which are dangerous to navigation as they lie in the track of vessels approaching Bombay from the southward.

Charts affected.—No. 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Viziadrug.

Publication.—West Coast of India Pilot, 1919, page 224.

Authority.—The Port Officer, Bombay, dated 17th January 1921.

• BAY OF BENGAL.

Caution—Danger to navigation.

No. 56 (second publication).—

Subject.—The Master of the S.S. *Gazana* reports having passed a stump of wood projecting 4 feet out of water apparently attached to a sunken weight.

Position.—Lat. $12^{\circ} 16' N.$, long. $90^{\circ} 25' E.$

Remarks.—Mariners are hereby warned.

Chart affected.—No. 70, Bay of Bengal.

Authority.—Engineer and Harbour Master, Port Blair, telegram dated the 6th February 1921.

BAY OF BENGAL.

Caution—Report of a submerged wreckage.

No. 57 (second publication).—

Subject.—The Master of the S.S. "Surada" reports having passed a submerged wreckage in the following position.

Position.—Lat. $11^{\circ} 02' N.$, long. $88^{\circ} 31' E.$

Caution.—Mariners are hereby warned.

Chart affected.—No. 70, Bay of Bengal.

Authority.—Shipping Officer, Port Blair, telegram dated 10th February 1921.

The 31st January 1921.

JAPAN—KINSIU, SOUTH COAST, KAGOSIMA KAIWAN.

Sakura Sima—Extension to southward; Depths in vicinity.

*No. 33 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2067 of 1920), are republished:—

Position.—Sakihanadaira Δ , lat. $31^{\circ} 33\frac{1}{2}' N.$, long. $130^{\circ} 42' E.$

Details.—The accompanying/reproduction of a portion of chart No. 372 shows the necessary corrections to that chart with regard to—

- (i) The extension of the lava bed in the south-eastern part of the island and the amended depths in the vicinity.
- (ii) Shoals in the vicinity of Kani Sima and Shin Sima, to the north-eastward of Sakura Sima.
- (iii) Amended height of Shin Sima.

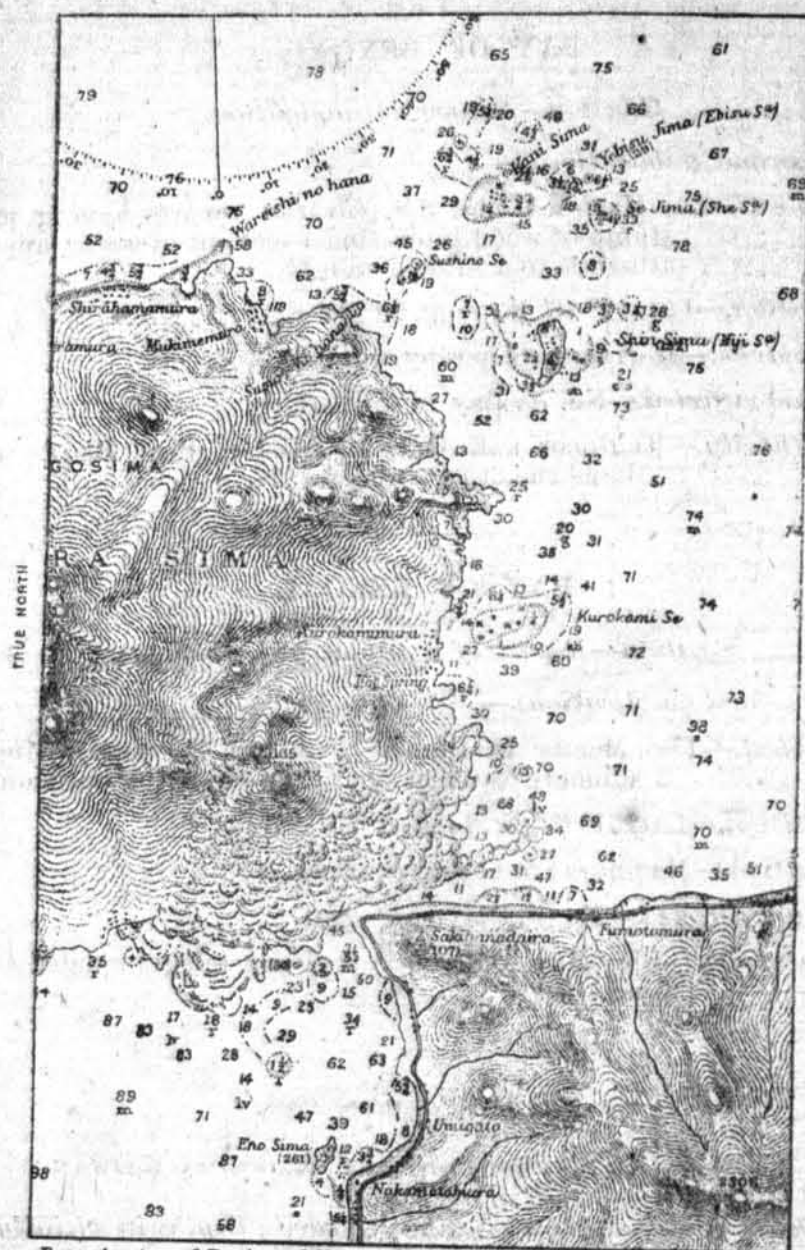
Charts affected.—No. 372, Kagosima Kaiwan,

„ 1648, Osumi kaikyo to O Shima.

„ 358, Western coasts of Kinsiu and Honshu.

Publication.—Japan Pilot, 1914, pages 414, 415, 418; Supplement No. 4, 1920.

Authority.—Japanese Government Chart. (H. 8218-20.)



Reproduction of Portion of Chart No. 372

0 1 2 3 Sea Miles

JAPAN.

Shimonoseki Kaihyo—Non-existence of Wrecks.

No. 34 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2068 of 1920), are republished:—

- (a) *Position.*—In Kita suido, at a distance of about 7 cables southward of Kushi zaki.

Lat. $33^{\circ} 58\frac{1}{2}'$ N., long. $130^{\circ} 59\frac{1}{2}'$ E.

Description.—Wreck (1908).

- (b) *Position.*—In Hayatomo seto, at a distance of about 2 cables south-eastward of Dan no ura light.

Lat. $33^{\circ} 58\frac{1}{2}'$ N., long. $130^{\circ} 58'$ E.

Description.—Wreck (1917).

(c) *Position*.—At a distance of about $6\frac{1}{2}$ cables southward of flagstaff near Shimonoseki custom house.

Lat. $33^{\circ} 56\frac{1}{4}'$ N., long. $130^{\circ} 56\frac{1}{4}'$ E.

Description.—Wreck (1919).

(d) *Position*.—At a distance of about $1\frac{1}{4}$ cables south-eastward of Sanryu jima (41-foot) Δ

Lat. $33^{\circ} 56'$ N. long. $130^{\circ} 55\frac{3}{4}'$ E.

Description.—Wreck (1919).

(e) *Position*.—At a distance of $1\frac{1}{2}$ cables north-eastward of Deshimach bana.

Lat. $33^{\circ} 55\frac{3}{4}'$ N., long. $130^{\circ} 55\frac{1}{2}'$ E.

Description.—Wreck (1919).

(f) *Position*.—At a distance of about $2\frac{1}{4}$ cables south-eastward of Kanenotsuru misaki.

Lat. $33^{\circ} 54\frac{1}{2}'$ N., long. $130^{\circ} 54\frac{1}{2}'$ E.

Description.—Wreck marked by buoy.

(g) *Position*.—At a distance of about 4 cables westward of Kaza zi.

Lat. $33^{\circ} 56'$ N., long. $130^{\circ} 52'$ E.

Description.—Wreck.

Charts affected.—No. 3114, Moji and Shimonoseki ko. (c), (d) and (e).

„ 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki. (a), (b).

„ 127, Hirado kaikyo to Shimonoseki kaikyo. (g).

Authority.—Japanese Government Chart. (H. 5391-20.)

JAPAN—KIUSIU, NORTH-WEST COAST.

Omura Wan entrance—Buoy established.

No. 35 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2069 of 1920), are republished:—

Position.—At a distance of $1\frac{8}{10}$ miles, 47° , from Shira se lighthouse.

Lat. $33^{\circ} 06\frac{1}{4}'$ N., long. $129^{\circ} 39'$ E.

Description.—A red conical buoy painted in black and red horizontal bands.

Remarks.—This buoy marks the edge of the reef which extends westward from the shore northward of Kogo zaki.

Charts affected.—No. 2387, Io jima to Madara jima.

„ 359, Nagasaki to Karatsu, with the Goto islands.

Publication.—Japan Pilot, 1914, pages 505, 508.

Authority.—Tokyo Notice No. 273 of 1920. (H. 8652-20.)

JAPAN—HONSHŪ, SOUTH COAST, ISE NO UMI.

Toga Se light-buoy—Amended position.

No. 36 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2077 of 1920), are republished:—

Position.—At a distance of about three-quarters of a mile southward from charted position, and $2\frac{1}{2}$ miles southward from Oni ga saki.

Lat. $34^{\circ} 52' 24''$ N., long. $136^{\circ} 47' 17''$ E.

Description.—A red can light-buoy named "Toga se," with *group flashing white* light.

Charts affected.—No. 952, Owashi wan to Atsumi wan.

„ 996, Kii suido to Tokyo.

Publication.—Japan Pilot, 1914, page 171.

Authority.—Tokyo Notice No. 278 of 1920. (H. 8656-20.)

JAPAN—KIUSIU, WEST COAST, NAGASAKI APPROACH.

Hira se—Beacon destroyed.

No. 37 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2078 of 1920), are republished:—

Position.—Lat. $32^{\circ} 43' N.$, long. $129^{\circ} 46\frac{3}{4}' E.$

Details.—Hira se beacon, which has been destroyed and will not be replaced, is to be expunged from the charts.

Charts affected.—No. 2415, Approach to Nagasaki harbour.

„ 359, Nagasaki to Karatsu, with the Goto islands.

„ 358, Western coasts of Kiusiu and Honshu.

„ 3480, Shantung promontory to Nagasaki.

Publication.—Japan Pilot, 1914, page 462.

Authority.—Tokyo, Department of Communications, Notice No. 1615 of 1920. (H. 8698-20.)

JAPAN—GULF OF OSAKA.

Osaka breakwater lights—Alteration in characteristics.

No. 38 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2079 of 1920), are republished:—

(1) North breakwater:

Position.—On the outer end of the north breakwater,

Lat. $34^{\circ} 38\frac{1}{2}' N.$, long. $135^{\circ} 23\frac{1}{2}' E.$

New abridged description.—(U) Lt. Occ., 36 ft., vis. 11 m.

Details.—The flashing white light has been replaced by a light having the undermentioned characteristics:—

Character.—Occulting white every four seconds, thus:

Light,	eclipse
2 sec.	2 sec.

Elevation.—36 feet.

Visibility.—11 miles.

Power.—1,300 candles.

Structure.—White hexagonal iron tower, 26 feet in height.

Remarks.—The light is unwatched.

(2) South breakwater:

Position.—On the outer end of the south breakwater.

New abridged description.—Lt. Occ., Red, 36 ft., vis. 11 m. (U).

Details.—The fixed white light has been replaced by a light having the undermentioned characteristics:—

Character.—Occulting red every four seconds, thus:

Light.	eclipse.
2 sec.	2 sec.

Elevation.—36 feet.

Visibility.—11 miles.

Power.—520 candles.

Structure.—Red hexagonal tower, 26 feet in height.

Remarks.—The light is unwatched.

Charts affected.—No. 16, Kobe and Osaka.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of lights, Part VI., 1920, Nos. 1997, 1998.
Japan Pilot, 1914, pages 274, 275.

Authority.—Tokyo, Department of Communications, Notice No. 1640 of 1920. (H. 8699-20.)

JAPAN—HONSHŪ, WEST COAST.

Oki Islands (Oki Retto)—Existence of rocks

No. 39 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2080 of 1920), are republished:—

(a) *Position.*—At a distance of about $1\frac{1}{4}$ miles westward from the western extremity of Omori island.

Lat. $36^{\circ} 07' 40''$ N., long. $133^{\circ} 07' 50''$ E.

Depth.—2 fathoms.

(b) *Position.*—At a distance of about half a mile eastward from (a).

Lat. $36^{\circ} 07' 25''$ N., long. $133^{\circ} 08' 30''$ E.

Depth.—5 fathoms.

(c) *Position.*—Off the western extremity of Matsu sima

Lat. $36^{\circ} 05' 45''$ N., long. $133^{\circ} 08' 30''$ E.

Depth.—4 fathoms.

(d) *Position.*—Off the south-eastern side of Naka no shima.

Lat. $36^{\circ} 03' 00''$ N., long. $133^{\circ} 06' 20''$ E.

Depth.—9 fathoms.

Charts affected.—No. 1495, Aburatani bay to Ando zaki.

„ 2347, Honshu, Kiusiu and Shikoku, etc. (a).

Publication.—Japan Pilot, 1914, page 607.

Authority.—Tokyo Notice No. 269 of 1920. (H. 8651-20.)

JAVA, NORTH COAST.

Semarang Bay—Non-existence of reported shoal.

No. 40 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2088 of 1920), are republished:—

Position.—At a distance of $2\frac{1}{4}$ miles, 14° , from Semarang lighthouse.

Lat. $6^{\circ} 55'$ S., long. $110^{\circ} 24\frac{1}{2}'$ E.

Description.—A 3-fathom shoal, marked “*Repd. (1919)*” on charts.

Note.—The shoal is to be expunged from the charts.

Charts affected.—No. 932, Plan of Semarang bay.

„ 1653, Island of Java—western portion.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 117; Supplement No. 4, 1919.

Authority.—Netherlands Government Chart. (H. 8450-20.)

INDIA—WEST COAST.

Bombay Approach—Derelict reported.

No. 41 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 9M. of 1921), are republished :—

Date sighted. 12th January 1921.

Position.—Lat. $18^{\circ} 07' N.$, long. $72^{\circ} 50\frac{1}{2}' E.$

Details.—The Master of SS. "Nirvana" reports having passed a derelict of a fishing boat in 22 fathoms of water, shewing white flag on pole, mast in water, secured astern.

Charts temporarily affected.—No. 738, Kundari Island to Boria Pagoda.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

Authority.—The Port Officer, Bombay, dated 13th January 1921.

AUSTRALIA—SOUTH COAST—SPENCER GULF.

Wardang Island light—Amendment to Notice No. 19 of 1921 re position of light.

No. 42 (third publication).—

Subject.—The undermentioned position is to be substituted for that given in Notice to Mariners No. 19 of 1921.

Position.—On the summit of Wardang Island (107 ft.), at a distance of $6\frac{1}{2}$ cables, 325° (N. 40° W. Mag.), from the position shown on chart No. 752.

Lat. $34^{\circ} 30' S.$; Long. $137^{\circ} 21' E.$

Variation.— $5^{\circ} E.$

Charts affected.—No. 752, Port Victoria.

„ 2389, St. Vincent and Spencer Gulfs.

Authority.—Melbourne Notice No. 27 of 1920.

BAY OF BENGAL—CHITTAGONG COAST.

South Patches light-vessel "Sarsuti"—Replaced in position.

No. 43-I (third publication).—

Former Notice.—No. 366-I. of 1920.

Subject.—The South Patches light-vessel "Sarsuti" will be replaced in position on the 7th February 1921.

Position.—Lat. $21^{\circ} 29' N.$, long. $91^{\circ} 37' E.$

Charts affected.—No. 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

Publications.—List of lights, Part VI, 1920, No. 630.

Bay of Bengal Pilot, 1910, page 329.

Authority.—Port Officer, Chittagong, Notice dated 27th January 1921.

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